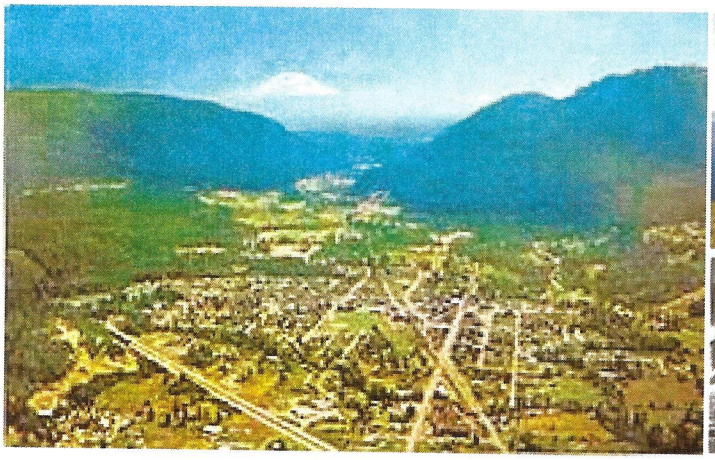
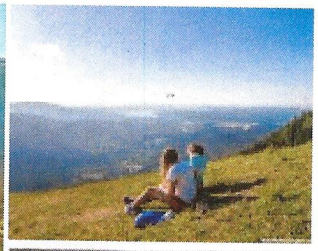
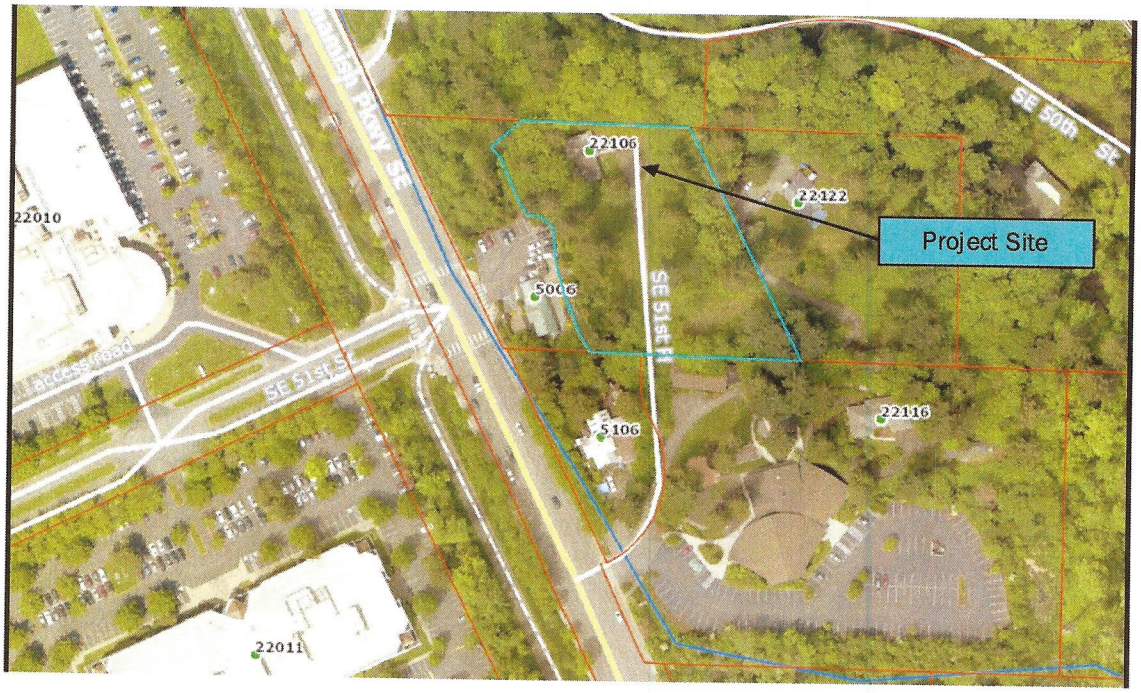




Issaquah
(ASDP17-00005)

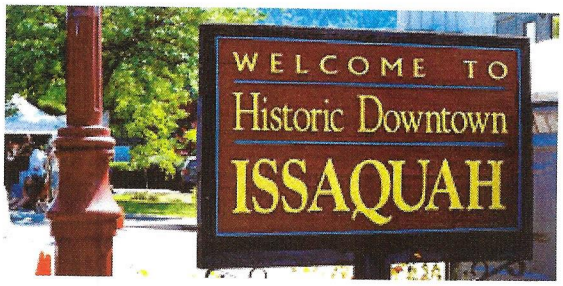
GREEN GROTTO
TRAFFIC AND PARKING LETTER – RESPONSE TO CITY COMMENTS

September 24, 2018



JTE . Jake Traffic Engineering, Inc.
Mark J. Jacobs, PE (WA and OR), PTOE, President
2614 39th Ave. SW – Seattle, WA 98116 – 2503
Tel. 206.762.1978 - Cell 206.799.5692
E-mail jaketraffic@comcast.net

CITY OF
ISSAQUAH
WASHINGTON



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September 24, 2018

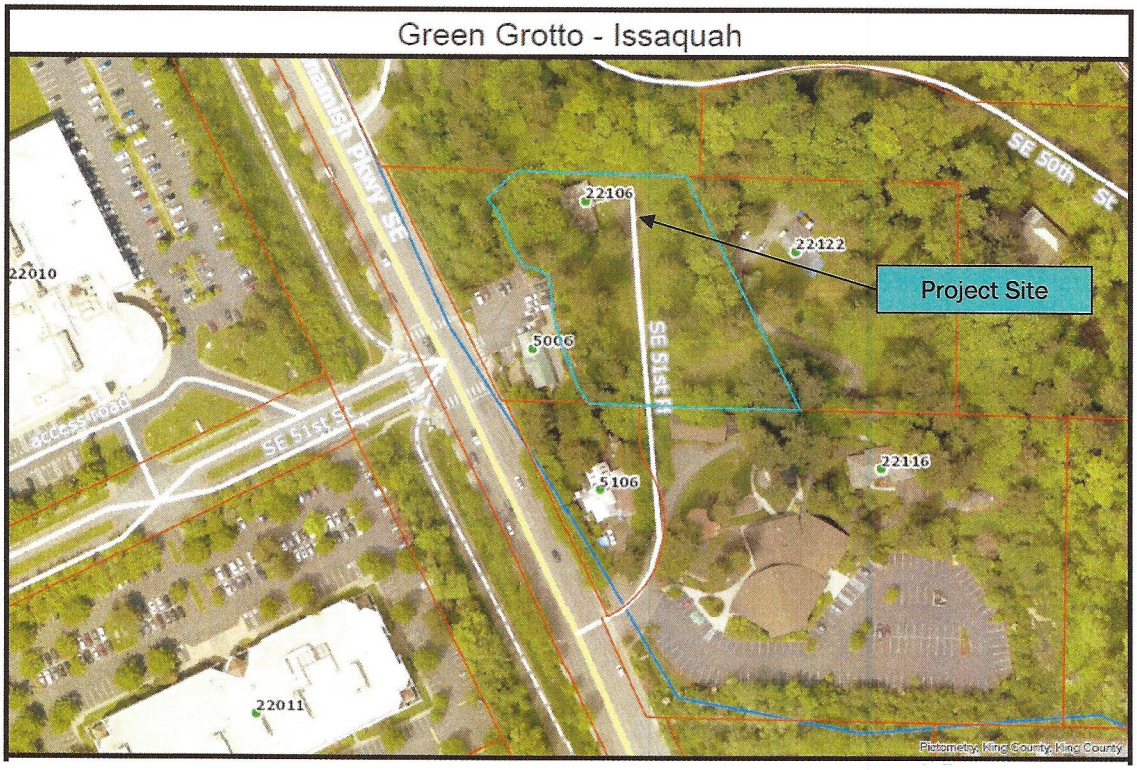
CITY OF ISSAQUAH
Attn: Dave Favour, Development Services Deputy Director
P.O. Box 1307
Issaquah, WA 98027

Re: Green Grotto – Issaquah (ASDP17-00005)
Traffic Analysis – Response to City Comments

Dear Mr. Favour,

I have prepared this letter in response to City comments, attached, regarding the Green Grotto retail store to be located at 22106 East Lake Sammamish Parkway in Issaquah. The project converts 1,152 sf of residential building space into a Specialty Retail Marijuana facility. Access to the site is via SE 51st Place which is shared with three other properties. Parking for eight vehicles including one accessible is proposed. A copy of the site plan is attached.

An aerial image of the project site obtained from King County iMap is depicted below.



Project History

The initial project application was submitted in the Summer of 2017. Issaquah completed and provided review comments dated September 13, 2017. The review comments, copy attached, included a request for a Traffic Impact Analysis, see below:

2. Please submit a Traffic Impact Analysis. The analysis guidelines are on our website located at this link. The analysis must include the following issues:

   a. Determine the number of generated trips during the PM peak period. Note: There are no land uses in the ITE Trip Generation Manual that fit the description of this particular use. Study three similar land use types with similar size and location (located on major arterial) to determine the number of site generated trips during the PM peak period.

   b. Safety of turning movements in and out of the driveway at East Lake Sammamish Parkway and at intersections along the private drive.

   c. Safety of pedestrians traveling to and from East Lake Sammamish Parkway and along the private driveway including adjacent to the church.

   d. Recommend improvements to mitigate impacts identified from the analysis. Improvements may include, but not be limited to, vehicle turning movement improvements to East Lake Sammamish Parkway; vehicle, bike and pedestrian improvements to the private driveway such as pavement, curb, gutter, sidewalk, and landscape planter strip improvements; other improvements as may be needed.

3. Submit a Transportation Concurrency application and pay the fee. The number of new trips can be obtained from the above Traffic Impact Analysis and inputted into this application to determine the fee.

At the time the City letter was prepared the ITE Trip Generation 10th Edition was being published. This resource provides **12 data points for a Marijuana Dispensary during the PM peak hour ten of them are below the average rate line** during the critical PM peak hour.

Greg Heath, PE, PTOE, prepared Green Grotto Traffic Scoping dated March 22, 2018. This report correctly calculated the site traffic generation using the Trip Generation 10th Edition data and conducted a traffic operational analysis at the East Lake Sammamish Parkway at SE 51st Place intersection. The analysis showed the intersection working acceptably and included the adjacent uses site traffic using the shared access.

A second Comment Letter was prepared by the City dated May 17, 2018, copy attached. The pertinent sections of this letter are noted below:

2. Please submit a Traffic Impact Analysis. The analysis guidelines are on our website located at this link.

   Response to 1st resubmittal of traffic information: The city has discretion to require a Traffic Impact Analysis when the proposed trips are less than 30 peak hour trips (applicant response shows 25 trips). A Traffic Impact Analysis is required due to: low sample size (4) in the ITE manual; higher trips at the existing marijuana store at 230 NE Juniper Street; intersection of multiple private drive ways.

   The analysis must include and address the following issues:

   a. Project description clarification. The submitted traffic study states on page 2, "The intent clientele of this particular site is to provide for medical distribution of marijuana products and is not intended for retail sales based on discussion with the client." However the application states the use will be a "recreational/medical retail marijuana store". Please clarify the scope of the project. Please also adjust the traffic trips to reflect the intended use of the project.

   b. Determine the number of generated trips and the number of needed parking stalls during the PM peak period. The number of trips proposed by the applicant to be generated by this land use seems low; the November 2017 counts collected on NE Juniper Street in front of the Issaquah Cannabis Company show higher numbers (counts available from Fay Schafi, Public Works Engineering, Fays@issaquahwa.gov).

   c. Please provide a copy of *all* pages of the ITE Trip Generation Manual Land Use 882 (especially the description page).

   d. Study three similar marijuana retail stores to determine the number of site generated trips during the PM peak period and the number of needed parking stalls. One of the stores must be the Issaquah store at 230 NE Juniper Street.

   e. Evaluate driveway safety and operations (intersection of multiple private drive ways; pedestrian safety and circulation from East Lake Sammamish Parkway to building; turning movement conflicts and safety issues at multiple intersections along the private drive, turning movement conflicts in and out of the driveway at East Lake Sammamish Parkway, impacts on E. Lake Sammamish Parkway operations, etc.).

   g. The table of vehicular parking spaces, Chapter 8.10, does not list a marijuana retail store, therefore please provide information to determine the required number of stalls. The process should be similar to the methodology to determine traffic counts: evaluate 3 marijuana retail stores including the 230 NE Juniper Street store to determine the number of parking stalls required to address the peak hour demand. If there is not sufficient parking, identify other parking options such as sharing nearby parking. See the Central Issaquah parking code, Chapter 8.0 for options.

   i. Identify improvements and adjust the proposal as needed to mitigate traffic and parking impacts identified from the traffic and parking analysis. Improvements may include, but not be limited to, vehicle turning movement improvements to East Lake Sammamish Parkway; vehicle, bike and pedestrian improvements to the private driveway; parking improvements, other improvements as may be needed.

I was retained by the project applicant in August 2018 to provide a second Professional Traffic Engineer expertise, my Resume is attached, regarding the project. My work involved reviewing the City comments and the Green Grotto Traffic Scoping prepared by Greg Heath, PE, PTOE. Greg's report was prepared consistent with Industry Standard.

I prepared and submitted a Technical e-mail to the City on August 23, 2018. My technical e-mail, included in the Appendix, noted that the ITE trip rate data includes 12 data points during the critical PM peak hour that I augmented with two added points for sites I collected data for on the east side of the greater metropolitan area. In addition, I noted some Parking Data as being available for a very similar land use, Liquor Store, and conducted a Safety Inspection. Further elaboration on these items is discussed later in this report.

The City responded via email on September 6, 2018 requesting further Traffic and Parking Analysis be conducted. The City bases for the request were: low sample size (4) in the ITE manual; higher trips at the existing marijuana store at 230 NE Juniper Street; intersection of multiple private drive ways. A Parking Review was also requested.

In response to the City's September 6th e-mail, I submitted a technical response to the City on September 7, 2018. My response noted that the City incorrectly states that the ITE data has only four data points; **in fact, the ITE data includes 12 data points for the critical PM peak hour.** In addition, I provided more information on City parking code information.

A copy of the e-mail correspondence is attached to this letter.

The City referenced their Transportation Impact Analysis Guidelines dated April 8, 2015. These guidelines indicate that the typical Traffic Generation threshold to conduct a Traffic Impact Analysis is 30 net new PM peak hour trips. National Trip Generation data shows that the proposed project would generate less than 30 PM peak hour trips. However, the City requested added information. The following sections of this report provide added documentation on Site Traffic Generation, Access Review/Safety and Parking Information per City request.

Trip Generation

Definitions

A vehicle trip is defined as a single or one direction vehicle movement with either the origin or destination (exiting or entering) inside the proposed development.

Traffic generated by development projects consists of the following types:

Pass-By Trips:	Trips made as intermediate stops on the way from an origin to a primary trip destination.
Diverted Link Trips:	Trips attracted from the traffic volume on a roadway within the vicinity of the generator but which require a diversion from

that roadway to another roadway in order to gain access to the site.

Captured Trips: Site trips shared by more than one land use in a multi-use development.

Primary (New) Trips: Trips made for the specific purpose of using the services of the project.

Trip Generation

The proposed 1,152 Green Grotto project is expected to generate the vehicular trips during the average weekday, street traffic AM and PM street peak hours as shown in Table 1. The trip generation for the project is calculated using trip rates from the Institute of Transportation Engineers (ITE) Trip Generation, 10th Edition, for Marijuana Dispensary (ITE Land Use Code 842). All site trips made by all vehicles for all purposes, including commuter, visitor, and service and delivery vehicle trips are included in the trip generation values.

TABLE 1 - TRIP GENERATION
GREEN GROTTO - ISSAQUAH (#ASDP17-00005)
(Per Institute of Transportation Engineers Trip Generation 10th Edition)
TRAFFIC AND PARKING LETTER - RESPONSE TO CITY COMMENTS

Time Period	Size (X)	TG Rate	Enter %	Trips Entering	Exit %	Trips Exiting	Total (T)	Pass-by %	Pass-by Trips	Net Total
Proposed: Marijuana Dispensary - General Urban/Suburban (ITE LUC 882, 1,152 sf)										
Weekday	1,152	252.70	50%	145.6	50%	145.6	291.1	20%	58.2	232.9
AM peak hour	1,152	10.44	56%	6.7	44%	5.3	12.0	25%	3.0	9.0
PM peak hour	1,152	21.83	50%	12.6	50%	12.6	25.1	25%	6.3	18.9

Where X = 1,000 sf; T = Trips
* - pass-by per ITE and JTE, Inc. experience and data

The traffic associated with the Green Grotto is projected at 25 weekday PM peak hour trips at the access and 19 to the City street grid. Green Grotto Traffic Scoping also noted 25 PM peak hour trips at the access and did not account for the fact the site traffic would include pass-by traffic or the existing site traffic by the residents of the SFDU to be replaced.

As iterated in my August 23, 2018 e-mail to the City, JTE, Inc. has conducted a number of reports for Marijuana Stores in the past several years. Prior to the 10th Edition of the Trip Generation traffic data for this use was limited.

Regarding facility Trip Generation, ITE data exists with 12 data points. I had data collected at a couple of stores in Bellevue last year, results below:

- Belmar Bellevue – 613 116th Ave. NE. 2,895 sf with a TG rate of 26.25 PMPHT's/1000 sf
- Novel Tree – 1817 130th Ave. NE. 2,400 sf with a TG rate of 31.25 PMPHT's/1,000 sf, pass-by rate of 29.3%.

The average trip generation rate of the two sites is 28.75 PMPHT's/1,000 sf and accounting for the fact there will be pass-by traffic type traffic, and using the typical 25% for retail use (actual data indicated 29.3%), yields an effective TG rate of 21.6 net new PMPHT's/1,000 sf. The ITE trip generation rate is 21.83!

A Trip Generation and Parking Study were also conducted at the Issaquah Cannabis Company store located at 230 Juniper Street, per the City request. This store is 2,607 sf in size and is the only store in Issaquah; and thus its draw area is significantly larger than if there were competing facilities in the area. The data was collected between 1600 and 1800 on Thursday September 13, 2018. I also obtained historical traffic data collected in the site vicinity that shows the street PM peak hour at 1645 to 1745. The calculated trip generation rate for the lone Issaquah store is 39.51 PM peak hour trips per 1,000 square feet, say 40. The traffic data is attached.

The Trip Generation for the Green Grotto using the trip generation rate of 40, per the lone existing Issaquah Cannabis Company store data, would project 46 PM peak hour trips, less than a trip per minute, during the adjacent street traffic peak hour. The Green Grotto site is located off a major commuter route and thus it is reasonable to project a good portion of these trips would be pass-by; at 25% the net new traffic is 35 PM peak hour trips.

Issaquah's Transportation Impact Analysis Guidelines identifies the typical traffic threshold for conducting a Traffic Impact Analysis at 30 net new peak hour trips:

> A TIA generally will be required if the proposed development or redevelopment will add thirty (30) or more peak hour trips to the transportation system. In some cases, a TIA (or some elements of a traffic study) may be required even if the 30-trip volume threshold is not met, but the City finds that the traffic impacts attributable to the development have the potential to significantly impact the safe and efficient operation of the existing public transportation system. A TIA may also be required for a development located near a sensitive area, a high accident location or an area already suffering from congestion.

The Green Grotto traffic generation based on national data, the industry standard, is projected at 25 PM peak hour trips. And accounting for replacement of the traffic by the residents of the SFDU ,the delta result is 24. Data for the lone existing store, Issaquah Cannabis Company, would yield a traffic volume projection of 46 (delta 45 after accounting for the SFDU replacement) at the access, a good portion of these trips would be pass-by. The site traffic disperses to the north and south on East Lake Sammamish Parkway 55/45 to the south and north, respectively, based on the existing traffic volume data. No intersection beyond the site access would be affected by site traffic regardless of which data is used, national or data from the lone existing store in the City!

A critical factor in the trip generation rate for Marijuana Retailing is that these facilities are still relatively new with few options for customers. As more stores become available and the newness factor goes away the trip generation rate for this use is likely to trend down!

Access Review/Safety Inspection

Intersection Operations

Traffic engineers have developed criteria for intersection operations called level of service (LOS). The LOS's are A to F with A and B being very good and E and F being more congested. LOS C and D correlate to busy traffic conditions with some restrictions to the ability to choose travel speed, change lanes and the general convenience comfort and safety.

The procedures in the Transportation Research Board Highway Capacity Manual, 2010 were used to calculate the level of service at the study intersections. The following table depicts the LOS and corresponding average delay in seconds at signalized and stop control intersections:

Intersection Type	Level of Service					
	A	B	C	D	E	F
Signalized	<10	>10 and <20	>20 and <35	>35 and <55	>55 and <80	>80
Stop Control	<10	>10 and <15	>15 and <25	>25 and <35	>35 and <50	>50

LOS Analysis Criteria

The Transportation Impact Analysis Guidelines identify the City operational standards as noted below:

> Intersection Level-of-Service
> The intersection level of service (LOS) standard in Issaquah shall be LOS D, as defined by the latest edition of the Highway Capacity Manual. Any development that exceeds the maximum allowable delay at a driveway or local roadway not included in the City's transportation concurrency analysis is considered as having a probable significant adverse impact and will be required to mitigate the impact.

A site access operational analysis was included in Green Grotto Traffic Scoping. The analysis at the E. Lake Sammamish Parkway at SE 51st Place showed the intersection operating at acceptable LOS 'D' with the Green Grotto and traffic from the adjacent users.

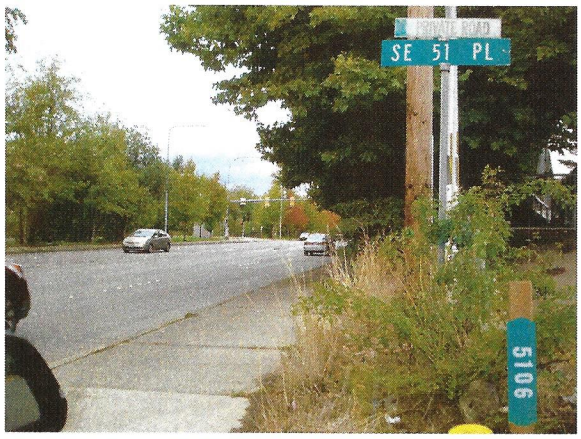
I also have calculated the site access operation using the Synchro software (v10) program. My analysis included the following scenarios:

- ITE trip generation data and background traffic collected by Greg Heath, PE, PTOE
- Trip generation using data collected at the Issaquah Cannabis Store and background traffic
- And increasing all the traffic using the study intersection by a factor of 10%

The LOS of the intersection remains at 'D' using the conservative Trip Generation rate derived by the lone Issaquah Cannibals Company Store and factoring up all the traffic by 10 percent! The operational calculations are attached.

Traffic Safety

I have field reviewed the SE 51st Street at East Lake Sammamish Parkway intersection, see photographs below looking to the north and south, respectively:



Good sight lines exist at this intersection, presuming vegetation is maintained appropriately and no signage is in the sight triangle. During my field review some minor pruning of vegetation to the north could be considered and to the south there was a pull sign partially affecting the sight line. These items are easily correctable.

Incident data was reviewed using the WSDOT accident data portal available online at https://remoteapps.wsdot.wa.gov/highwaysafety/collision/data/portal/public/. This portal was used to review incidents in the site vicinity. Review of WSDOT incident data for 2015, 2016 and 2017 with only one property damage incident occurring near the access in 2017. The WSDOT data is attached.

Southeast Fifty First Place provides access to four properties, three SFDU's and the Covenant Presbyterian Church. Two of the SFDU's accesses converge prior to connecting to SE 51st. Pl. access onto East Lake Sammamish Parkway. Good sight visibility exists at the convergence of the driveways. Incident review did not reveal any safety issue at the site access.

Parking Review

Regarding parking, no ITE data exists; however, limited data for a Liquor Store, a comparable LUC, does exist. This LUC data peak parking at 2.98 vehicles per 1,000 sf, thus four stalls are needed (3.45). The parking is turnover type use with short duration use by customers.

Parking Data was documented on 09.13, 2018 and I used the enter/exit site traffic to determine parking utilization. The collected data showed that peak parking was 16 vehicles

and the 85th parking was 15; aka parking rate of 6.14 and 5.75 per 1,000 sf, respectively. Thus the proposed 1,152 sf Green Grotto needs seven parking spaces, the proposal is to provide eight that includes one handicap.

I also reviewed the IMC 18.09.050 Table of Off-Street Parking Standards for comparable data. A few data points:

Drugstore/Pharmacy	1 space per 200 sq. ft. GFA
General Retail/Service	1 space per 200 sq. ft. GFA
Specialty Food Store (No Dining)	1 space per 200 sq. ft. GFA
Shopping Center	1 space per 200 sq. ft. GFA; theaters (movie or live) within center must provide individual parking according to the standards within this section; theater GFA is not used to calculate remaining shopping center parking requirement, but used to define specific parking for that use

The City's parking rate is 1 stall per 200 sf for retailing activities. The proposed Green Grotto is 1,152 sf in size and thus per City retail parking, six stalls would be required.

Summary, Conclusions and Recommendations.

I have prepared this Traffic Analysis in response to City comments. Prior to my involvement in the project a colleague, Greg Heath, PE, PTOE, prepared Green Grotto Traffic Scoping that includes a trip generation projection using national data and an operational review of the SE 51st St at East Lake Sammamish Parkway intersection. This report was prepared consistent with industry standard and showed the site generating less than 30 net new PM peak hour trips

The ITE data, a national resource, added a new LUC 882 for Marijuana Dispensary. The data included 12 sites in a General Urban/Suburban setting. This data indicates a Trip Generation rate of 21.83 PM peak hour trips per 1,000 sf. Jake Traffic Engineering Inc has conducted trip generation studies of marijuana stores on the east side and conducted a study for the existing store in Issaquah, the Issaquah Cannabis Company located at 230 NE Juniper Street. The lone Issaquah store does have a higher traffic generation rate than the national data would project. This is most likely attributable to the fact that it is the only store serving a wide area!

I conducted operational analysis at the SE 51st Pl. at East Lake Sammamish Parkway intersection using national trip generation data, the trip generation rate derived from the existing store in Issaquah and factoring the traffic volumes up by 10 percent. The access intersection operates in conformance with the City performance standard, LOS D.

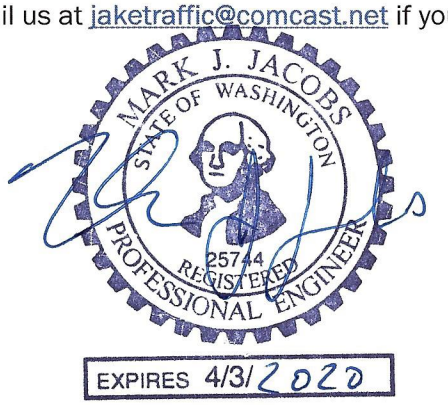
Safety inspection of the site and site access did not reveal any recorded incident history at the SE 51st Pl. access, one property damage only event occurred a bit north of the access with East Lake Sammamish Parkway. Good sight visibility is provided at the intersection and at the site driveway convergence with SE 51st. Pl. that is shared with two other driveways. Vegetation within sight triangles is presumed to be maintained

Parking was also reviewed. The City standard retail parking rate for a retail store is one stall per 200 sf that results in the requirement for six stalls. Parking data was collected at the Issaquah Cannabis Company store. The data from this site would project seven stalls are needed. The proposal includes eight stalls.

Based on my analysis I recommend that Green Grotto be allowed with the following traffic impact mitigation measures.

- Construct site in accordance with applicable City requirements.
- Ensure vegetation is properly pruned and no signs are placed in the sight line at the SE 51st Pl. at East Lake Sammamish Parkway intersection.
- Pay lawful Traffic Impact Fee.

No other traffic mitigation should be necessary. Please contact me at 206.762.1978 or email us at jaketraffic@comcast.net if you have any questions.



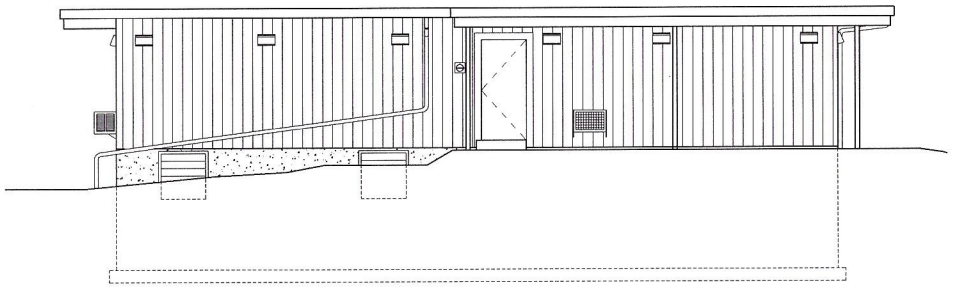
Sincerely,

Mark J. Jacobs, PE, PTOE, President
JAKE TRAFFIC ENGINEERING, INC.

09.24.2018

MJJ; mjj

GREEN GROTTO
ISSAQUAH, WA



1 GREEN GROTTO
N.T.S.

ABBREVIATIONS

AB	ANCHOR BOLT	FOG	FURNISHED BY OWNER AND INSTALLED BY CONTRACTOR
ACOUS	ACOUSTICAL		
ACT	ACOUSTICAL TILE	FTG	FOOTING
ADJ.	ADJUSTABLE/ADJACENT	GALV	GALVANIZED
AFF	ABOVE FINISHED FLOOR	GL	GLASS
ALT	ALTERNATE	GLU-LAM	GLUE LAMINATED TIMBER
ALUM	ALUMINUM	GPB	GYPSUM WALLBOARD
APPROX	APPROXIMATE	HB	HOSE BIBB
ARCH	ARCHITECT	HDR	HEADER
AUTO	AUTOMATIC	HDWD	HARD WOOD
BLKG	BLOCKING	HM	HOLLOW METAL
BOT	BOTTOM	HVAC	HEATING/VENT/AIR CONDITION
BRG	BEARING	HW	HOT WATER
BU	BUILT UP	INT	INTERIOR
CJ	CONTROL JOINT	JAN	JANITOR
CL	CENTER LINE	LAV	LAVATORY
CLG	CEILING	LTG	LIGHTING
CLR	CLEAR	MAX	MAXIMUM
CMU	CONCRETE MASONRY UNIT	MECH	MECHANICAL
CO	CLEAN OUT	MFGR	MANUFACTURER
COL	COLUMN	MIN	MINIMUM
CONC	CONCRETE	MISC	MISCELLANEOUS
CPT	CARPET	MTL	METAL
DBL	DOUBLE	N.I.C.	NOT IN CONTRACT
DF	DRINKING FOUNTAIN	NTS	NOT TO SCALE
DIA	DIAMETER	OA	OVER ALL
DIAG	DIAGONAL	O.C.	ON CENTER
DIM	DIMENSION	PLAM	PLASTIC LAMINATE
DISP	DISPENSER	PLYWD	PLYWOOD
DN	DOWN	PR	PAIR
DS	DOWNSPOUT	PT	PRESSURE TREATED
DWG	DRAWING	RHS	ROD AND SHELF
EA	EACH	RB	RUBBER BASE
ELEC	ELECTRIC	RD	ROOF DRAIN
EQ	EQUAL/EQUIP/EQUIPMENT	REFER	REFRIGERATOR
EX	EXISTING	REINF	REINFORCED
EXT	EXTERIOR	REQ'D	REQUIRED
FD	FLOOR DRAIN	RO	ROUGH OPENING
FE	FIRE EXTINGUISHER	SECT	SECTION
FEC	FIRE EXTINGUISHER & CABINET	SGL	SAFETY GLASS
DISP	DISPENSER/DISPOSAL	SHTG	SHEATHING
FF	FINISHED FLOOR	SIM	SIMILAR
FIN	FINISH	SV	SHEET VINYL
FLR	FLOOR	T&G	TONGUE AND GROOVE
FLUR	FLORESCENT	TYP	TYPICAL
FND	FOUNDATION	WB	WOOD BASE
FOC	FACE OF CONCRETE	WC	WATER CLOSET
		WD	WOOD

SYMBOLS

BUILDING SECTION

CEILING TYPES

NORTH ARROW

ROOM NAME AND NUMBER

DOOR TAGS

WINDOW TAGS

WALL TYPES

WALL SECTIONS

DETAIL KEY

ACCESSIBLE TURNING CIRCLE

FIRE EXTINGUISHER, SEE GENERAL NOTE #16 SHEET A1.0

FRAMED WALLS

CONCRETE WALLS

PROJECT TEAM

OWNER:
GREEN GROTTO LLC
14124 13TH AVE NW
SHORELINE, WA 98177

PH: 206-335-8887
CONTACT: CLIFFORD GRIFFITT

ARCHITECT:
MBA ARCHITECTS
806 NORTH 2ND STREET
TACOMA, WA 98403

PH: 253-752-4428
CONTACT: MIKE BENJAMIN

CIVIL ENGINEER:
SITTS HILL ENGINEERS, INC.
4615 CENTER STREET
TACOMA, WA 98409

PH: 253-474-9449
CONTACT: DAVID FILMORE

LANDSCAPE ARCHITECT:
BENNS DESIGN
2105 36TH AVE SE
PUYALLUP, WA 98374

PH: 253-350-5844
CONTACT: CHRIS BENNS

PROJECT DATA

ADDRESS: 22106 SE 51ST PLACE

TAX PARCEL: 2124069062

LEGAL DESCRIPTION: LOT 'B' CITY OF ISSAQUAH SHORT PLAT NO PLN04-00078 RECORDING NO 20050628900004 (BEING A PORTION OF NW QTR NE QTR S17R 21-24-06); EXC PORTION DAF: BEGINNING AT NW CORNER OF SAID LOT "B" TH S84-34-24E ALONG N LINE THEREOF 20.15 FT TH S41-07-18E ALONG W LINE THEREOF 28.58 FT TH N48-52-21E 45.5 FT TO POINT ON N LINE OF SAID LOT "B" THAT IS 64.57 FT ELY OF POB TH N87-17-39W ALONG SAID N LINE 64.57 FT TO POB (AKA "NEW LOT B" CITY OF ISSAQUAH LOT LINE ADJUSTMENT NO LLA15-00006 RECORDING NO 20160725900002)

SITE AREA: 62,011 SF

BUILDING AREA (EXISTING) TOTALS:

BASEMENT FLOOR:	1,156	SF
FIRST FLOOR:	1,156	SF
BUILDING TOTAL:	2,376	SF
COVERED PORCH:	148	SF

ZONING: MU - MIXED USE
CONSTRUCTION TYPE: VB (EXISTING)
OCCUPANCY TYPE: R-3 (EXISTING)

DRAWING INDEX

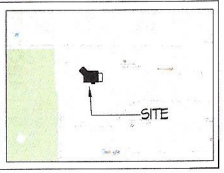
APPLICABLE CODES

2018 INTERNATIONAL BUILDING CODE
2015 INTERNATIONAL FIRE CODE
2015 INTERNATIONAL MECHANICAL CODE
2015 UNIFORM PLUMBING CODE
2012 WASHINGTON STATE ENERGY CODE
2009 ICC A117.1 - 2009
2015 WASHINGTON STATE AMENDMENTS

GENERAL NOTES

CONTRACTOR TO VERIFY ALL CONDITIONS AND DIMENSIONS REPRESENTED WITHIN THESE DRAWINGS. ANY DISCREPANCIES ARE TO BE BROUGHT TO THE ATTENTION OF THE ARCHITECT PRIOR TO CONTINUING WORK THAT MAY BE AFFECTED BY SUCH DISCREPANCY. CONTRACTOR WILL BE RESPONSIBLE FOR ANY WORK DONE AFTER DISCOVERY OF ERRORS/OMISSIONS NOT BROUGHT TO THE ATTENTION OF THE ARCHITECT FOR CLARIFICATION.

VICINITY MAP



M·B·A architects
ARCHITECTURE AND PLANNING
806 NORTH 2ND STREET
TACOMA, WA 98403
P: 253.752.4428
F: 253.752.0939

5135 REGISTERED ARCHITECT
MICHAEL G. BENJAMIN
STATE OF WASHINGTON

THE GREEN GROTTO
ASDP17-00005
22106 SE 51ST PLACE
ISSAQUAH, WA 98029

PERMIT SET

CONTENTS

REVISIONS

NO.	DATE	ITEM

PROJECT NO: 18-007
DATE: 21 MAR 18
DRAWN BY: LPA

SHEET NO:
T1.0

TOPOGRAPHIC SURVEY

NE 1/4 SEC. 21
TOWNSHIP 24 NORTH, RANGE 6 EAST W.M.
KING COUNTY, WASHINGTON

LEGAL DESCRIPTION:
PER CITY OF ISSAQUAH LOT LINE ADJUSTMENT NO. LLA15-00006,
KING COUNTY RECORDING NO. 20160725900002

LOT B, CITY OF ISSAQUAH SHORT PLAT NUMBER PLN04-00098, RECORDING NUMBER 20050628900004, IN KING COUNTY, WASHINGTON, EXCEPT THAT PORTION THEREOF DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF SAID LOT B;
THENCE SOUTH 54°34'24" EAST ALONG THE WEST LINE THEREOF 20.15 FEET;
THENCE SOUTH 41°07'18" EAST ALONG THE WEST LINE THEREOF 28.58 FEET;
THENCE NORTH 48°52'21" EAST 45.50 FEET TO A POINT ON THE NORTH LINE OF SAID LOT B THAT IS 69.57 FEET EASTERLY OF THE POINT OF THE BEGINNING;
THENCE NORTH 87°17'31" WEST ALONG SAID NORTH LINE 69.57 FEET TO THE POINT OF BEGINNING.

NOTES AND COMMENTS:

1.) PURPOSE OF SURVEY: THE PURPOSE OF THIS SURVEY WAS TO DEVELOP A 2-FOOT CONTOUR INTERVAL TOPOGRAPHIC MAP OF THE SUBJECT PROPERTY FOR USE AS A PLANNING AND DESIGN BASE BY OTHERS.

2.) HORIZONTAL DATUM: THE OVERALL HORIZONTAL DATUM FOR THIS PROJECT IS NAD 83/2011, WASHINGTON COORDINATE SYSTEM, NORTH ZONE, BASED ON GPS MEASUREMENTS USING THE WASHINGTON STATE REFERENCE NETWORK.

3.) VERTICAL DATUM: THE VERTICAL DATUM FOR THIS SURVEY IS NAVD 88, BASED ON GPS MEASUREMENTS USING THE WASHINGTON STATE REFERENCE NETWORK.

4.) FIELD SURVEY METHODOLOGY: FIELD MEASUREMENTS FOR THIS SURVEY WERE PERFORMED USING A 5-SECOND OR BETTER ELECTRONIC TOTAL STATION.

5.) INSTRUMENT CALIBRATION: ALL MEASURING INSTRUMENTS EMPLOYED IN THIS SURVEY HAVE BEEN MAINTAINED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.

6.) THIS MAP GRAPHICALLY REPRESENTS CONDITIONS AND FEATURES EXISTING AT THE TIME OF THIS SURVEY ONLY, WHICH WAS PERFORMED DURING APRIL, 2017 AND FEBRUARY 2018.

7.) THIS SURVEY WAS PREPARED FOR THE EXCLUSIVE USE OF THE CLIENT NAMED HEREON. ITS' USE DOES NOT EXTEND TO ANY UNNAMED PERSON OR PERSONS WITHOUT THE EXPRESS RECERTIFICATION BY THIS SURVEYOR NAMING SUCH PARTY.

8.) FOR YOUR INFORMATION: 0.0833 FEET = 1 INCH ON THE GROUND

9.) KING COUNTY TAX PARCEL NUMBER: 2124069062

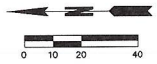
10.) PARCEL AREA: 62,018 ± SQ. FT. (1.42 ACRES)

11.) THE UNDERGROUND UTILITIES SHOWN HEREON HAVE BEEN LOCATED FROM THE FIELD SURVEYED LOCATION OF VISIBLE SURFACE UTILITY STRUCTURES SUCH AS MANHOLE LIDS, GRATES, GAS AND WATER VALVE LIDS, ETC. WE MAKE NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED, NOR THAT THEY ARE IN THE EXACT LOCATION SHOWN.

UTILITY INVERT ELEVATIONS AND PIPE / FLOW LINE DIAMETERS SHOWN HEREON ARE BASED ON OBSERVATIONS FROM THE TOP OF THE UTILITY STRUCTURE AND ARE APPROXIMATE ONLY. FOR SAFETY REASONS NO PHYSICAL ENTRY INTO THE UTILITY STRUCTURE WAS PERFORMED DURING THE COURSE OF THIS SURVEY.

12.) THE PROPERTY AND RIGHT-OF-WAY LINES SHOWN HEREON ARE FOR GENERAL REFERENCE ONLY. THEY HAVE BEEN CALCULATED BASED OFF OF CITY OF ISSAQUAH LOT LINE ADJUSTMENT NO. LLA15-00006, KING COUNTY RECORDING NO. 20160725900002 AND ARE NOT THE RESULT OF AN INDEPENDENT BOUNDARY DETERMINATION BY PLS, INC.

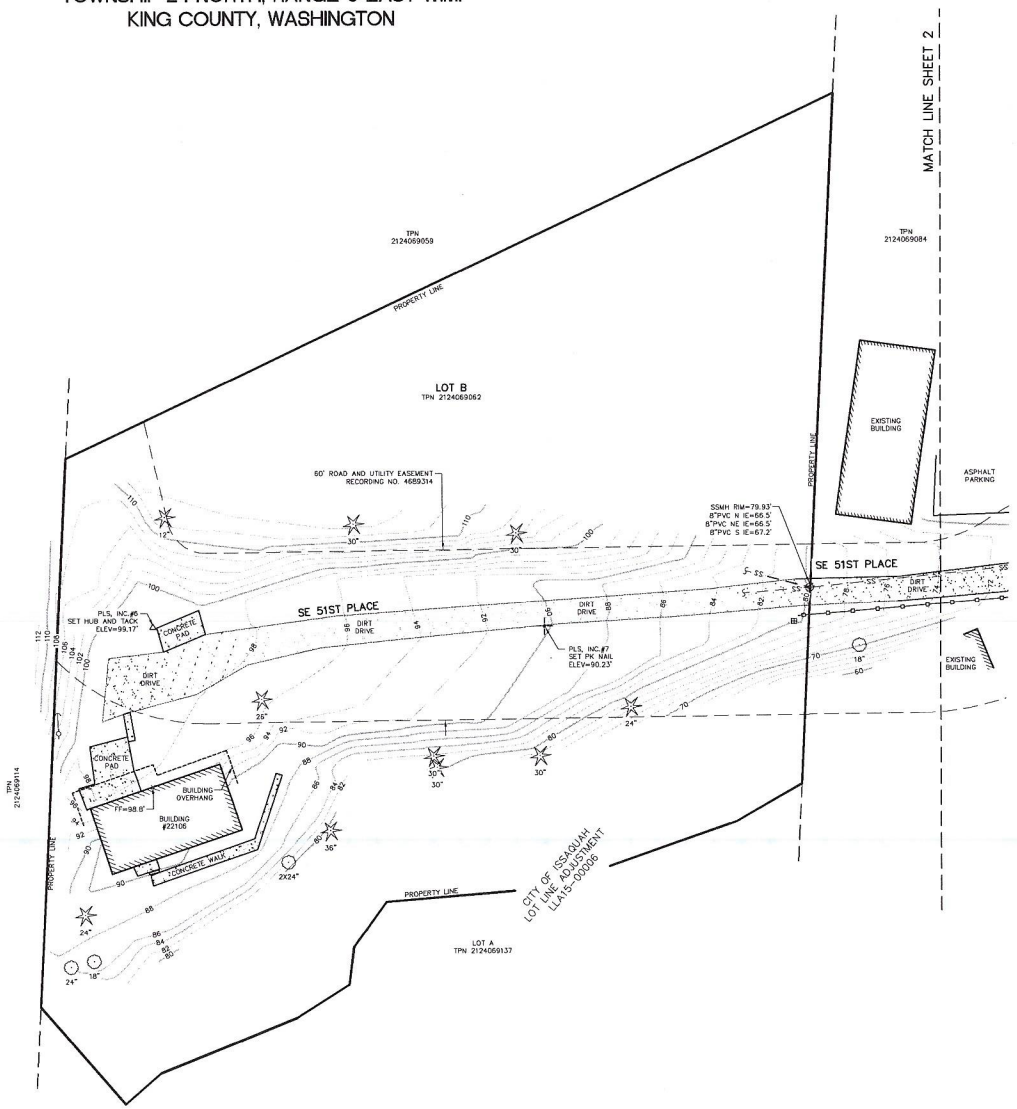
13.) WE HAVE USED GRAPHIC SYMBOLS TO REPRESENT SOME FEATURES ON THIS MAP, SUCH AS UTILITIES, TREES AND FENCES. THE DEFAULT SIZE OF THOSE SYMBOLS MAY NOT REFLECT THE TRUE SIZE OF THE FEATURE THAT WAS MAPPED.



SCALE: 1"=20'
CONTOUR INTERVAL: 2 FOOT

LEGEND:

TPN	TAX PARCEL NUMBER
	FOUND MONUMENT IN CASE
	SET PK NAIL
	TREE (CONIFEROUS) WITH TRUNK DIAMETER NOTED
	TREE (DECIDUOUS) WITH TRUNK DIAMETER NOTED
	WOOD FENCE
	CHAIN LINK FENCE
	MAILBOX
	WOOD SIGN
	YARD LIGHT
	GUY ANCHOR
	UTILITY POLE
TRANS	TRANSFORMER
	UTILITY BOX
	STREET LIGHT HAND HOLE
	TELEPHONE RISER
	GAS VALVE
	FIRE HYDRANT
	IRRIGATION CONTROL VALVE
	WATER METER
	WATER VALVE
	CONCRETE SURFACE
	DIRT SURFACE
SS	SANITARY SEWER CONNECTION
SSCO	SANITARY SEWER CLEAN OUT
	SANITARY SEWER MANHOLE (SSMH)
	CATCH BASIN (CB)
IE	INVERT ELEVATION
PVC	PLASTIC PIPE



PLS, Inc.
Professional Land Surveyors
1595 NW Gilman Boulevard, #15
Issaquah, Washington 98027
(425) 313-8278 (fax) 313-8279

GREEN GROTTO, LLC
19124 12TH AVENUE NW
SHORELINE, WA 98177

REVISIONS

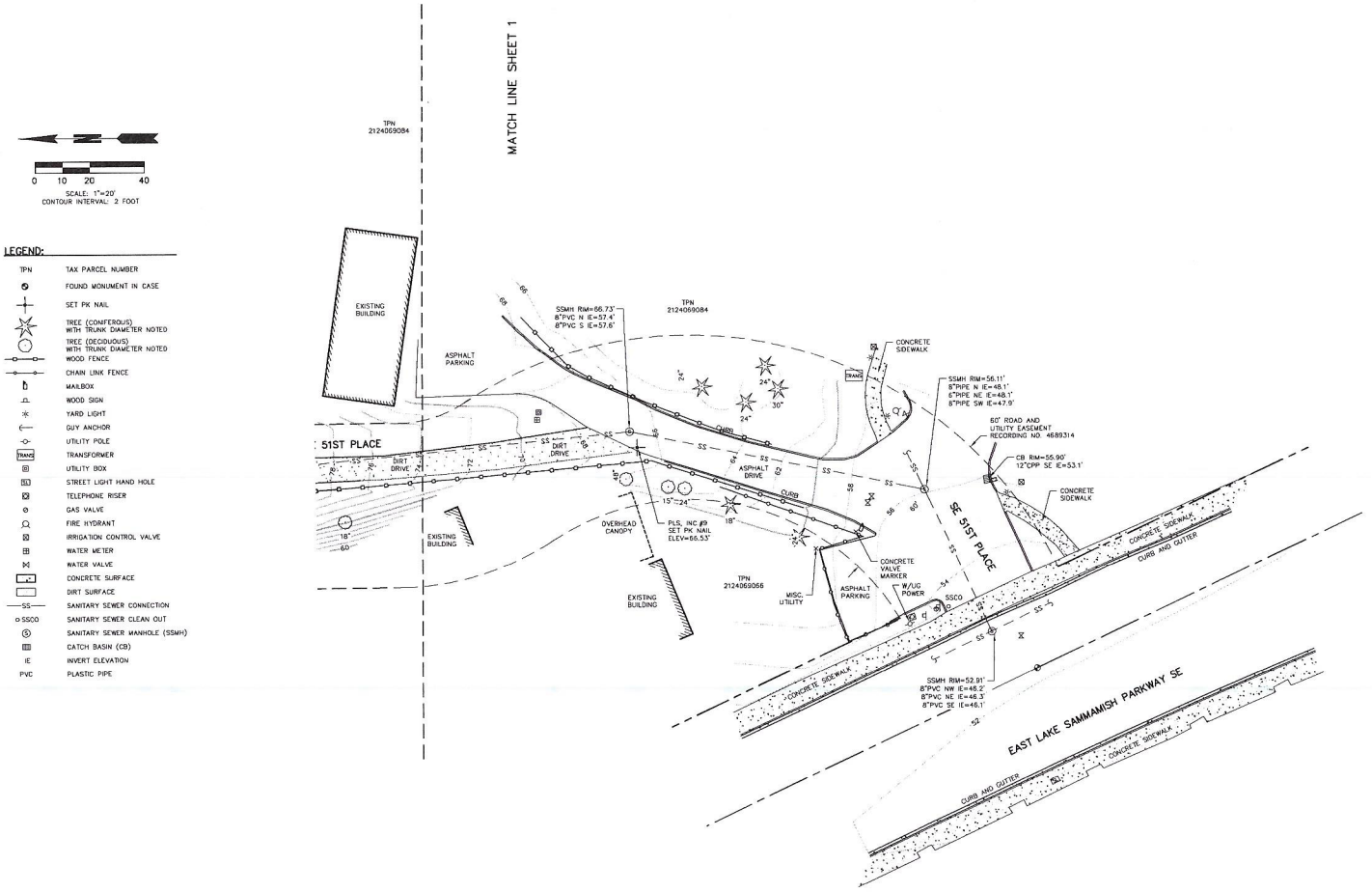
NO.	DATE	DESCRIPTION	BY
1	3/2/18	ADDITIONAL TOPOGRAPHIC MAPPING	BPM

SHEET TITLE: TOPOGRAPHIC SURVEY
CLIENT: GREEN GROTTO, LLC

DRAWN BY: BPM	CHECKED BY: KAP
SCALE: 1"= 20'	DATE: APR 27, 2017
JOB NO: 17055	
DRAWING NAME: 17055 TOPO.DWG	

TOPOGRAPHIC SURVEY

NE 1/4 SEC. 21
TOWNSHIP 24 NORTH, RANGE 6 EAST W.M.
KING COUNTY, WASHINGTON



LEGEND:

TPN	TAX PARCEL NUMBER
	FOUND MONUMENT IN CASE
	SET PK NAIL
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	TREE (DECIDUOUS) WITH TRUNK DIAMETER NOTED
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19124 12TH AVENUE NW
SHORELINE, WA 98177

REVISIONS

NO.	DATE	DESCRIPTION	BY
1	5/24/18	ADDITIONAL TOPOGRAPHIC MAPPING	BPM

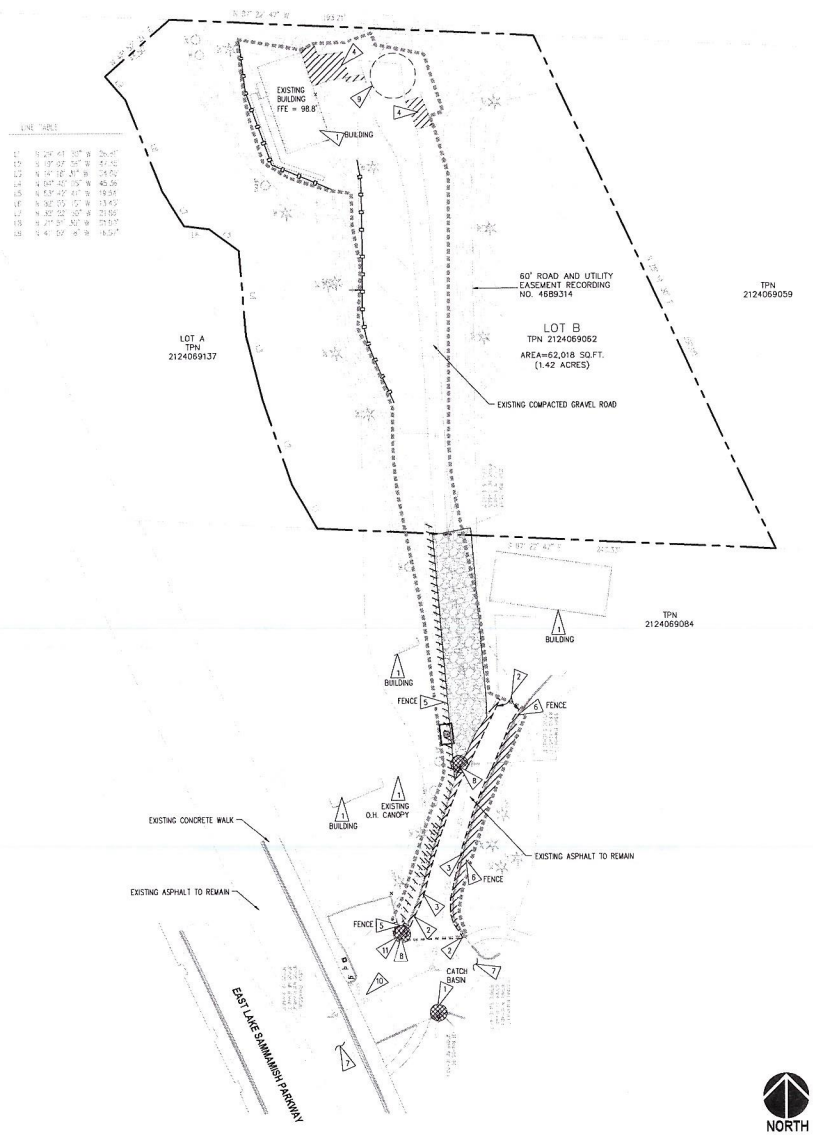
SHEET TITLE: TOPOGRAPHIC SURVEY

CLIENT: GREEN GROTTO, LLC

DRAWN BY: BPM	CHECKED BY: KAP
SCALE: 1"= 20'	DATE: APR 27, 2017
JOB NO: 17055	
DRAWING NAME: 17055 TOPO.DWG	

SHEET 2 OF 2

NE 1/4 OF SECTION 21, TOWNSHIP 24 NORTH, RANGE 6 EAST W.M.
KING COUNTY, WASHINGTON



NORTH
HORIZONTAL SCALE: 1"=30'
30 0 30 60

TEMPORARY EROSION CONTROL AND SEDIMENT CONTROL PLAN
SCALE: 1"=30'

LEGEND
PROPOSED FEATURES-

- SILT FENCE (03/C3.0)
- DEMOLITION
- STOCKPILE AREA (04/C3.0)
- SAWCUT EXISTING A.C. PAVING
- PROJECT LIMITS
- ROCK CONSTRUCTION ENTRANCE (01/C3.0)
- CATCH BASIN PROTECTION (02/C3.0)

GENERAL NOTES
1. EXISTING SITE FEATURES AND UTILITIES ARE SHOWN BASED UPON A SITE SURVEY PREPARED BY PLS, INC. UNDER JOB NUMBER 17055. NOT ALL SITE FEATURES AND UTILITY SERVICES HAVE BEEN LOCATED OR SHOWN. THE CONTRACTOR SHALL LOCATE, OR HAVE LOCATED, BY TRADITIONAL METHODS, ALL UNDERGROUND UTILITIES PRIOR TO CONSTRUCTION. IF ANY UTILITIES TO REMAIN ARE DAMAGED DURING CONSTRUCTION ACTIVITIES (UTILITIES INCLUDING, NOT LIMITED TO SANITARY SEWER, TELEPHONE, DATA, IRRIGATION, BURIED POWER, WATER, SURVEY SYSTEMS, UNDER DRAIN SYSTEMS, GAS), THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIR OF DAMAGED UTILITIES AT NO ADDITIONAL COST TO THE OWNER.
2. CONTRACTOR SHALL INSTALL CB PROTECTION AT ALL EXISTING CATCH BASINS NOTED. CONTRACTOR SHALL VERIFY CATCH BASIN PROTECTION MEASURES ON A REGULAR BASIS TO ENSURE PROTECTION IS FUNCTIONING.
3. CONTRACTOR SHALL TAKE CARE TO PREVENT SEDIMENT FROM ENTERING THE EXISTING AND PROPOSED STORM DRAINAGE SYSTEM.
4. CONTRACTOR SHALL REMOVE DIRT AND DEBRIS FROM CATCH BASINS, AND ASSOCIATED CONVEYANCE PIPES (EXISTING AND PROPOSED) WITHIN PROJECT LIMITS (AND AFFECTED DOWNSTREAM SYSTEMS) UPON COMPLETION OF CONSTRUCTION.
5. APPROXIMATE LIMITS OF ASPHALT SAWCUT AND DEMOLITION ARE SHOWN. ACTUAL LIMITS SHALL BE BASED ON CONTRACTORS MEANS AND METHODS AND AS NECESSARY TO INSTALL PROPOSED SITE FEATURES AND UTILITIES.
6. WHERE CONFLICTS OCCUR BETWEEN THE PLACEMENT OF NEW FEATURES WITH OTHER EXISTING OR PROPOSED FEATURES, THEY SHALL IMMEDIATELY BE BROUGHT TO THE ATTENTION OF THE ENGINEER BY THE CONTRACTOR, AND WILL BE RESOLVED BY THE ENGINEER.
7. PROVIDE PLASTIC COVERING AT STOCKPILES (LOCATION TO BE DETERMINED BY CONTRACTOR). CONTRACTOR SHALL VERIFY THE PROPOSED CATCH BASIN PROTECTION MEASURES HAVE BEEN INSTALLED PRIOR TO STOCK PILING MATERIAL.
8. UTILITY SERVICE INTERRUPTION TIME SHALL BE COORDINATED WITH OWNER AND LOCAL AGENCIES. PROVIDE TEMPORARY UTILITIES/PUMPING EQUIPMENT AND LABOR TO MAINTAIN REQUIRED SERVICE UNTIL PERMANENT UTILITY INFRASTRUCTURE IS INSTALLED, TESTED AND APPROVED FOR USE.
9. PREVENT WIND-BORNE DUST FROM LEAVING THE PROJECT SITE. ON AN AS-NEEDED BASIS KEEP THE WORK AREA MOISTURE CONDITIONED. WATER USED FOR DUST CONTROL SHALL BE MINIMIZED SO THAT IT DOES NOT GENERATE RUNOFF.

KEY NOTES
1. PROTECT EXISTING FEATURE NOTED
2. SAWCUT A.C. PAVING TO SMOOTH, VERTICAL, UNYIELDING EDGE.
3. DEMOLISH AND REMOVE EXISTING A.C. PAVING AS NECESSARY TO ACCOMMODATE PROPOSED CONCRETE CURB AND UTILITIES.
4. DEMOLISH AND REMOVE EXISTING CONCRETE.
5. DEMOLISH EXISTING FEATURE NOTED.
6. REMOVE EXISTING FEATURE AND REPLACE IN-KIND
7. PROVIDE STREET SWEEPING AT ADJACENT PAVED AREAS AT THE END OF EACH WORK DAY AND AS NECESSARY TO REMOVE SEDIMENT FROM THE SURFACE.
8. INSTALL CATCH BASIN PROTECTION UPON INSTALLATION OF PROPOSED CB. SEE DETAIL DETAIL 02/C3.0
9. STOCKPILE/EXPOSED SOIL PROTECTION PER DETAIL 04/C3.0 (EXACT LOCATION AND EXTENT T.B.D. BY CONTRACTOR).
10. DURING INITIAL EARTH DISTURBING ACTIVITIES, THE CONSTRUCTION STORMWATER DISCHARGE MONITORING POINT IS AT THE EXISTING POINT OF DISCHARGE FROM THE SITE, AT THE EXISTING DRIVEWAY ENTRY. AFTER PAVING AND INSTALLATION OF PROPOSED CATCH BASINS, SEE KEYNOTE 11.
11. MONITORING POINT IS AT THE PROPOSED CB UPON COMPLETION OF PAVING AND UPON SUBSTANTIAL COMPLETION OF PROJECT.

811 Call 811 two business days before you dig

REVISIONS
2018-03-21 ISSUE FOR ASDP CITY REVIEW

APPROVALS
DESIGNED D.O.F.
DRAWN K.L.K.
CHECKED D.O.F.
DATE 03/21/2018
SCALE AS NOTED

SEAL

PREPARED BY
SITTS & HILL ENGINEERS, INC.
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PHONE: (253) 474-9449 | FAX: (253) 474-9153
http://www.sitts-hill-engineers.com

PREPARED FOR
GREEN GROTTO, LLC
19124 12TH AVENUE SW
SHORELINE, WA 98177

PROJECT
GREEN GROTTO
22106 SE 51ST PLACE
ISSAQUAH, WASHINGTON

SHEET TITLE
TEMPORARY EROSION AND SEDIMENT CONTROL PLAN

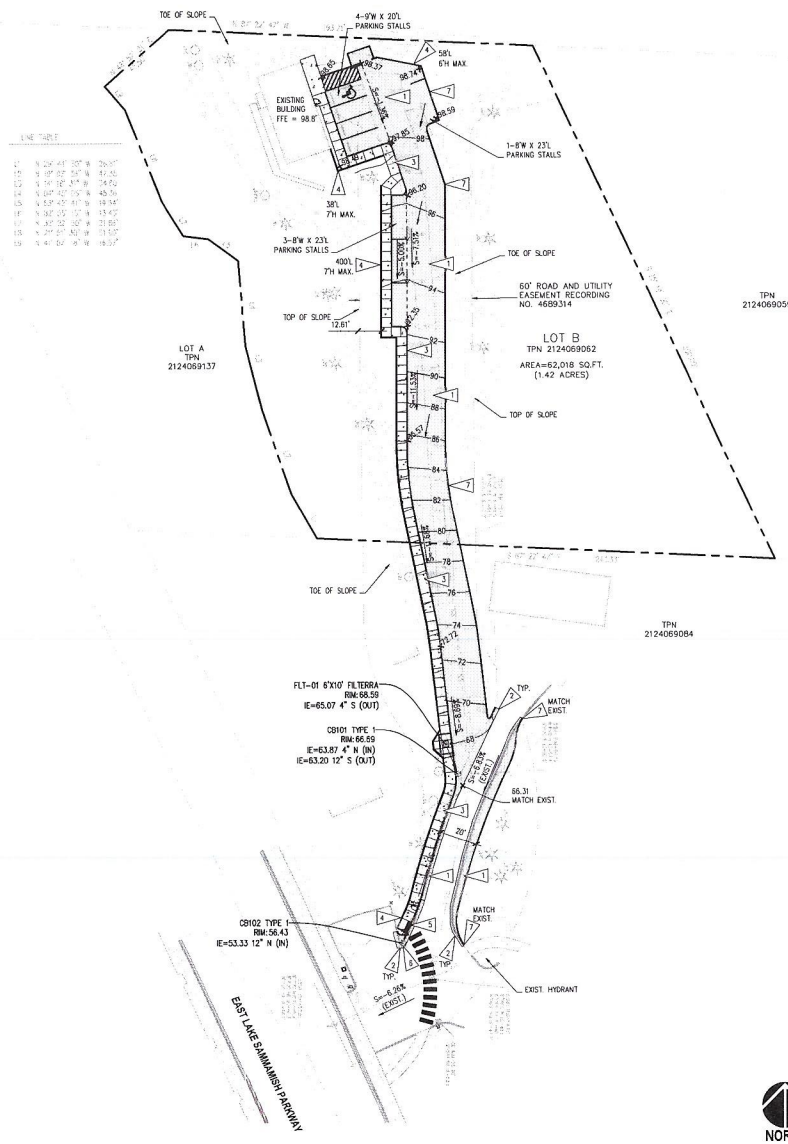
SHEET NO.
C1.0

PROJECT NO.
17372

NOT FOR CONSTRUCTION

P:\17300\17372\Drawings\17372-c1.0.dwg 1st effort 03/21/18 3:47pm by Rhonda

NE 1/4 OF SECTION 21, TOWNSHIP 24 NORTH, RANGE 6 EAST W.M.
KING COUNTY, WASHINGTON



SITE SURFACING AND DRAINAGE PLAN
SCALE: 1"=30'

NORTH
HORIZONTAL SCALE: 1"=30'
30 0 30 60

LEGEND

PROPOSED FEATURES:

- ASPHALT PAVEMENT (05/C3.0)
- INTEGRAL CONCRETE CURB AND SIDEWALK (06/C3.0)
- FLOW ARROW
- ADA PARKING SYMBOL (07/C3.0)

GENERAL NOTES

1. EXISTING WATER AND SEWER SERVICES TO THE EXISTING STRUCTURE SHALL BE MAINTAINED THROUGHOUT AND UPON COMPLETION OF THE PROPOSED CONSTRUCTION.
2. PROVIDE A FULL NFPA 13 FIRE SPRINKLER AND FIRE ALARM SYSTEM. THE FIRE PROTECTION SYSTEM SHALL BE DESIGNED, FABRICATED, AND INSTALLED IN ACCORDANCE WITH THE MOST UP-TO-DATE VERSION OF NFPA 13 TOGETHER WITH LOCAL AMENDMENTS.
3. ALL SOIL AREAS DISTURBED DURING CONSTRUCTION, AND NOT COVERED BY BUILDING OR PAVEMENT SHALL BE SUBJECT TO "SOIL AMENDMENT AND DEPTH" REQUIREMENTS PER DOE BMP T5.13.
4. SEE LANDSCAPE PLANS FOR SITE LANDSCAPING AND IRRIGATION.
5. ADJUST OR SET THE FRAMES OF EXISTING AND PROPOSED UTILITY GRATES AND COVERS TO MATCH THE CROSS SLOPE OF THE PROPOSED FINISH GRADE.
6. GRADE ACROSS FILTERRA INLET TO MAX 5% LONGITUDINAL SLOPE.
7. **ALL SOIL AREAS DISTURBED OR COMPACTED DURING CONSTRUCTION, AND NOT COVERED BY PAVEMENT, SHALL BE AMENDED PER DOE BMP T5.13 – "POST CONSTRUCTION SOIL QUALITY AND DEPTH".**

KEY NOTES

1. ASPHALT PAVEMENT, SEE DETAIL 05/C3.0
2. ASPHALT PAVEMENT JOINT, SEE DETAIL 09/C3.0
3. INTEGRAL CURB AND CONCRETE SIDEWALK, SEE DETAIL 06/C3.0
4. CMU BLOCK RETAINING WALL, LENGTH AND MAX HEIGHT PER PLAN
5. ADA RAMP PER WSDOT STANDARDS
6. WSDOT TYPE 1 WITH HERRINGBONE GRATE, BUBBLE-UP STRUCTURE
7. CAST-IN-PLACE CONCRETE CURB, SEE DETAIL 08/C3.0

811 Call 811 two business days before you dig

REVISIONS
2018-03-21 ISSUE FOR ASDP CITY REVIEW

APPROVALS
DESIGNED D.D.F.
DRAWN K.L.K.
CHECKED D.D.F.
DATE 03/21/2018
SCALE AS NOTED

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GREEN GROTTO, LLC
19124 12TH AVENUE SW
SHORELINE, WA 98177

PROJECT
GREEN GROTTO
22106 SE 51ST PLACE
ISSAQUAH, WASHINGTON

SHEET TITLE
SITE SURFACING AND DRAINAGE PLAN

SHEET NO.
C2.0

PROJECT NO.
17372

NOT FOR CONSTRUCTION

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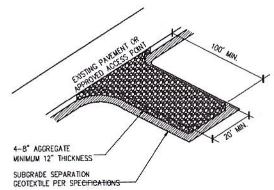
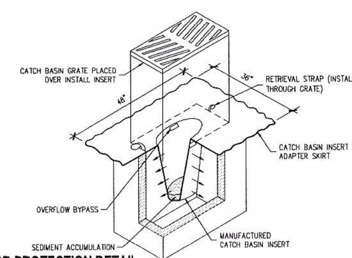


01 ROCK CONSTRUCTION ENTRANCE
SCALE: N.T.S.

CONSTRUCTION ENTRANCE NOTES

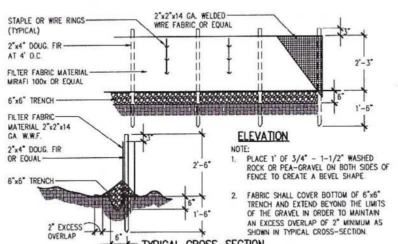
1. MATERIAL SHALL BE 4-INCH TO 8-INCH QUARRY SPALLS AND MAY BE TOP-DRESSED WITH 1-INCH TO 3-INCH ROCK. (STATE STANDARD SPECIFICATIONS, SECTION 8-15.)
2. THE ROCK PAD SHALL BE AT LEAST 12 INCHES THICK AND 100 FEET LONG WIDTH SHALL BE THE FULL WIDTH OF THE VEHICLE INGRESS AND EGRESS AREA.
3. ADDITIONAL ROCK SHALL BE ADDED PERIODICALLY TO MAINTAIN PROPER FUNCTION OF THE PAD.
4. IF THE PAD DOES NOT ADEQUATELY REMOVE THE MUD FROM THE VEHICLE WHEELS, THE WHEELS SHALL BE HOSED OFF BEFORE THE VEHICLE ENTERS A PAVED STREET. THE WASHING SHALL BE DONE ON AN AREA COVERED WITH CRUSHED ROCK AND WASH WATER SHALL DRAIN TO A SEDIMENT RETENTION FACILITY OR THROUGH A SILT FENCE.



02 CB PROTECTION DETAIL
SCALE: N.T.S.

CATCH BASIN PROTECTION NOTES

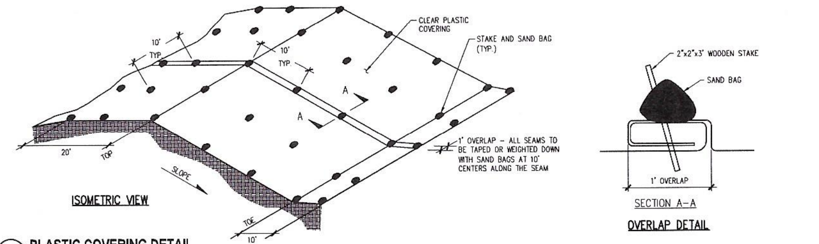
1. CATCH BASIN INSERTS SHALL BE PROVIDED IN THE CATCH BASINS NOTED ON THE PLANS.
2. AT ALL PROPOSED CATCH BASINS, CATCH BASIN PROTECTION SHALL BE INSTALLED IMMEDIATELY UPON CATCH BASIN INSTALLATION AND SHALL REMAIN UNTIL FINAL SITE STABILIZATION.
3. CATCH BASIN INSERT SHALL BE BOWHEAD STREAMGUARD CATCH BASIN INSERT #3003, ADVANCED ENVIRONMENTAL SOLUTIONS DRAINGUARD CATCH BASIN FILTER INSERT #11091U, OR APPROVED EQUAL.
4. CATCH BASIN INSERTS SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.
5. CATCH BASIN INSERTS WILL BE REMOVED FOLLOWING COMPLETION OF CONSTRUCTION AND STABILIZATION OF ALL CLEARED AREAS.


STAPLE OR WIRE RINGS (TYPICAL)
2"x2"x14 GA. WELDED WIRE FABRIC OR EQUAL
2"x4" DOUG. FIR AT 4' O.C.
FILTER FABRIC MATERIAL MIRAFI 100x OR EQUAL
6"x6" TRENCH
2'-3"
1'-6"
FILTER FABRIC MATERIAL 2"x2"x14 GA. W.W.F.
2"x4" DOUG. FIR OR EQUAL
6"x6" TRENCH
2" EXCESS OVERLAP
2'-6"
1'-6"
ELEVATION
NOTE:
1. PLACE 1' OF 3/4" - 1-1/2" WASHED ROCK OR PEA-GRAVEL ON BOTH SIDES OF FENCE TO CREATE A BEVEL SHAPE.
2. FABRIC SHALL COVER BOTTOM OF 6"x6" TRENCH AND EXTEND BEYOND THE LIMITS OF THE GRAVEL IN ORDER TO MAINTAIN AN EXCESS OVERLAP OF 2" MINIMUM AS SHOWN IN TYPICAL CROSS-SECTION.
TYPICAL CROSS-SECTION

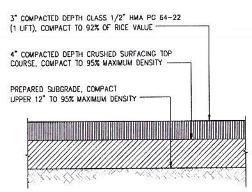
03 SILT FENCE DETAIL
SCALE: N.T.S.

SILT FENCE NOTES

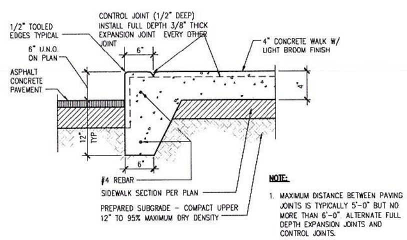
1. FILTER FABRIC SHALL BE PURCHASED IN A CONTINUOUS ROLL AND CUT TO THE LENGTH OF THE BARRIER TO AVOID USE OF JOINTS. WHEN JOINTS ARE NECESSARY, FILTER CLOTH SHALL BE SPLICED TOGETHER ONLY AT A SUPPORT POST WITH A MINIMUM 6 INCH OVERLAP, AND SECURELY FASTENED AT BOTH ENDS TO POSTS.
2. POSTS SHALL BE SPACED A MAXIMUM OF 6 FEET APART AND DRIVEN SECURELY INTO THE GROUND (MINIMUM OF 30 INCHES).
3. A TRENCH SHALL BE EXCAVATED APPROXIMATELY 8 INCHES WIDE AND 12 INCHES DEEP ALONG THE LINE OF POSTS AND UPSLOPE FROM THE BARRIER. THIS TRENCH SHALL BE BACKFILLED WITH WASHED GRAVEL.
4. WHEN STANDARD STRENGTH FILTER FABRIC IS USED, A WIRE MESH SUPPORT FENCE SHALL BE FASTENED SECURELY TO THE UPSLOPE SIDE OF THE POSTS USING HEAVY-DUTY WIRE STAPLES AT LEAST 1 INCH LONG, TIE WIRES OR HOG RINGS. THE WIRE SHALL EXTEND INTO THE TRENCH A MINIMUM OF 4 INCHES AND SHALL NOT EXTEND MORE THAN 24 INCHES ABOVE THE ORIGINAL GROUND SURFACE.
5. THE STANDARD STRENGTH FILTER FABRIC SHALL BE STAPLED OR WIRED TO THE FENCE, AND 20 INCHES OF THE FABRIC SHALL BE EXTENDED INTO THE TRENCH. THE FABRIC SHALL NOT EXTEND MORE THAN 24 INCHES ABOVE THE ORIGINAL GROUND SURFACE. FILTER FABRIC SHALL NOT BE STAPLED TO EXISTING TREES.
6. WHEN EXTRA-STRENGTH FILTER FABRIC AND CLOSER POST SPACING IS USED, THE WIRE MESH SUPPORT FENCE MAY BE ELIMINATED. IN SUCH CASE, THE FILTER FABRIC IS STAPLED OR WIRED DIRECTLY TO THE POSTS WITH ALL OTHER PROVISION OF ABOVE NOTES APPLYING.
7. FILTER FABRIC FENCES SHALL NOT BE REMOVED BEFORE THE UPSLOPE AREA HAS BEEN PERMANENTLY STABILIZED.
8. FILTER FABRIC FENCES SHALL BE INSPECTED IMMEDIATELY AFTER EACH RAINFALL AND AT LEAST DAILY DURING PROLONGED RAINFALL. ANY REQUIRED REPAIRS SHALL BE MADE IMMEDIATELY.
9. SILT FENCES WILL BE INSTALLED PARALLEL TO ANY SLOPE CONTOURS.



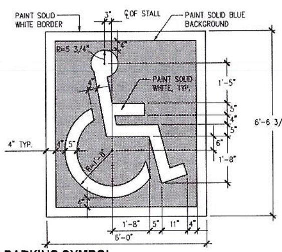
04 PLASTIC COVERING DETAIL
SCALE: N.T.S.



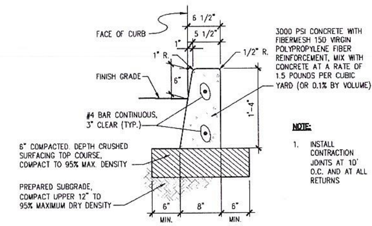
05 ASPHALT PAVEMENT SECTION
SCALE: N.T.S.


1/2" TOOLED EDGES TYPICAL
CONTROL JOINT (1/2" DEEP) INSTALL FULL DEPTH 3/8" THICK EXPANSION JOINT EVERY OTHER JOINT
6" U.N.O. ON PLAN
4" CONCRETE WALK W/ LIGHT BROOM FINISH
ASPHALT CONCRETE PAVEMENT
#4 REBAR
SIDEWALK SECTION PER PLAN
PREPARED SUBGRADE - COMPACT UPPER 12" TO 95% MAXIMUM DRY DENSITY
NOTE:
1. MAXIMUM DISTANCE BETWEEN PAVING JOINTS IS TYPICALLY 5'-0" BUT NO MORE THAN 6'-0". ALTERNATE FULL DEPTH EXPANSION JOINTS AND CONTROL JOINTS.

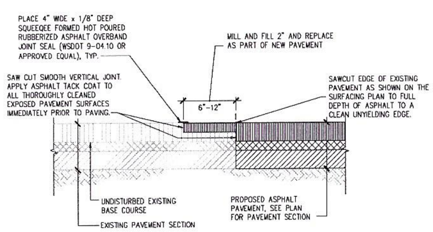
06 INTEGRAL CONCRETE CURB AND SIDEWALK
SCALE: N.T.S.



07 ADA PARKING SYMBOL
SCALE: N.T.S.


FACE OF CURB
FINISH GRADE
#4 BAR CONTINUOUS, 3" CLEAR (TYP.)
6" COMPACTED DEPTH CRUSHED SURFACING TOP COURSE, COMPACT TO 95% MAX. DENSITY
PREPARED SUBGRADE, COMPACT UPPER 12" TO 95% MAXIMUM DRY DENSITY
3000 PSI CONCRETE WITH FIBERMESH 150 VIRGIN POLYPROPYLENE FIBER REINFORCEMENT, MIX WITH CONCRETE AT A RATE OF 1.5 POUNDS PER CUBIC YARD (OR 0.1% BY VOLUME)
NOTE:
1. INSTALL CONTRACTION JOINTS AT 10' O.C. AND AT ALL RETURNS

08 CAST-IN-PLACE CONCRETE CURB
SCALE: N.T.S.


PLACE 4" WIDE x 1/8" DEEP SQUEEGEE FORMED HOT POURED RUBBERIZED ASPHALT OVERBAND JOINT SEAL (WSDOT 9-04.10 OR APPROVED EQUAL), TYP.
MILL AND FILL 2" AND REPLACE AS PART OF NEW PAVEMENT
SAW CUT SMOOTH VERTICAL JOINT. APPLY ASPHALT TACK COAT TO ALL THOROUGHLY CLEANED EXPOSED PAVEMENT SURFACES IMMEDIATELY PRIOR TO PAVING.
6"-12"
SAWCUT EDGE OF EXISTING PAVEMENT AS SHOWN ON THE SURFACING PLAN TO FULL DEPTH OF ASPHALT TO A CLEAN UNYIELDING EDGE.
UNDISTURBED EXISTING BASE COURSE
EXISTING PAVEMENT SECTION
PROPOSED ASPHALT PAVEMENT, SEE PLAN FOR PAVEMENT SECTION

09 PAVEMENT JOINT SECTION
SCALE: N.T.S.

811 Call 811 two business days before you dig

REVISIONS: 2018-03-21 ISSUE FOR ASDP CITY REVIEW

APPROVALS: DESIGNED D.D.F. | DRAWN K.L.K. | CHECKED D.D.F. | DATE 03/21/2018 | SCALE AS NOTED

SEAL: DAVID FILLMORE, STATE OF WASHINGTON, REGISTERED PROFESSIONAL ENGINEER, 03/21/2018

PREPARED BY: SITTS & HILL ENGINEERS, INC.
CIVIL • STRUCTURAL • SURVEYING
4815 CENTER STREET | TACOMA, WA. 98409
PHONE: (253) 474-9449 | FAX: (253) 474-0153
http://www.sitts-hill-engineers.com/

PREPARED FOR: GREEN GROTTO, LLC
19124 12TH AVENUE SW
SHORELINE, WA 98177

PROJECT: GREEN GROTTO
22106 SE 51ST PLACE
ISSAQUAH, WASHINGTON

SHEET TITLE: DETAILS

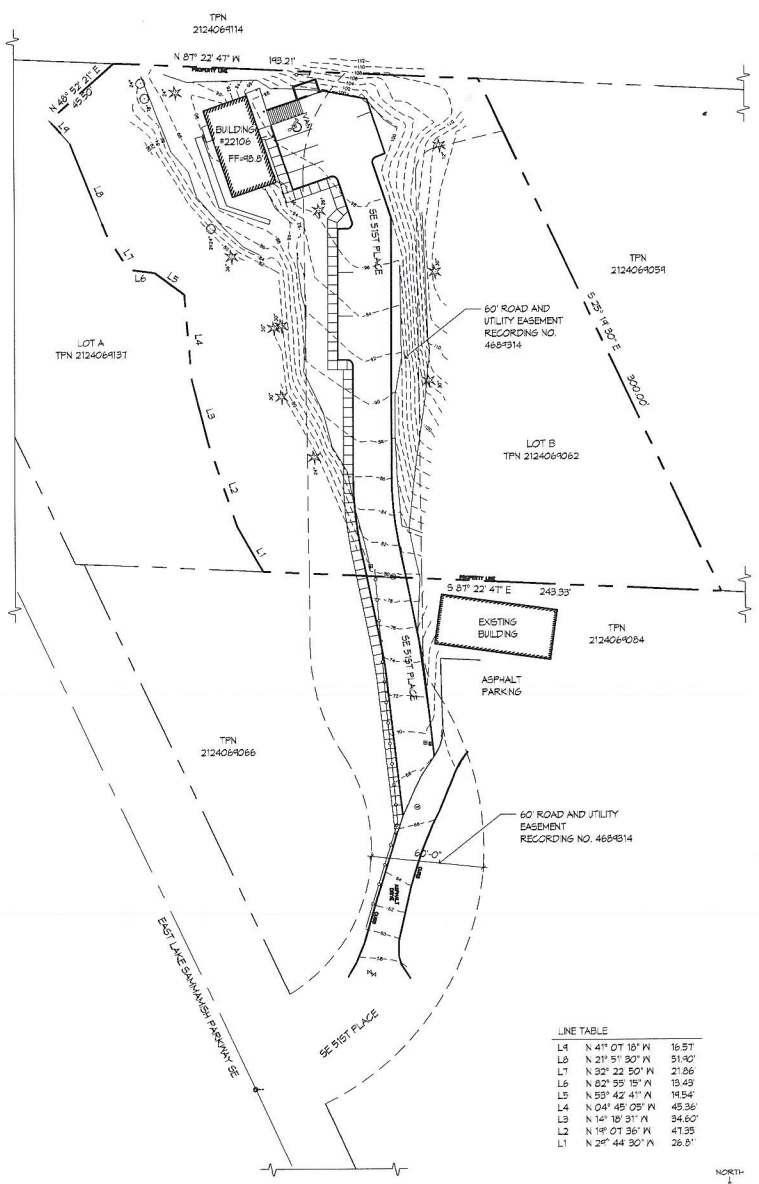
SHEET NO. C3.0

PROJECT NO. 17372

NOT FOR CONSTRUCTION

P:\17300\17372\Drawings\17372-C3.0.dwg last edited: 03/21/18 3:42pm by: fillmored

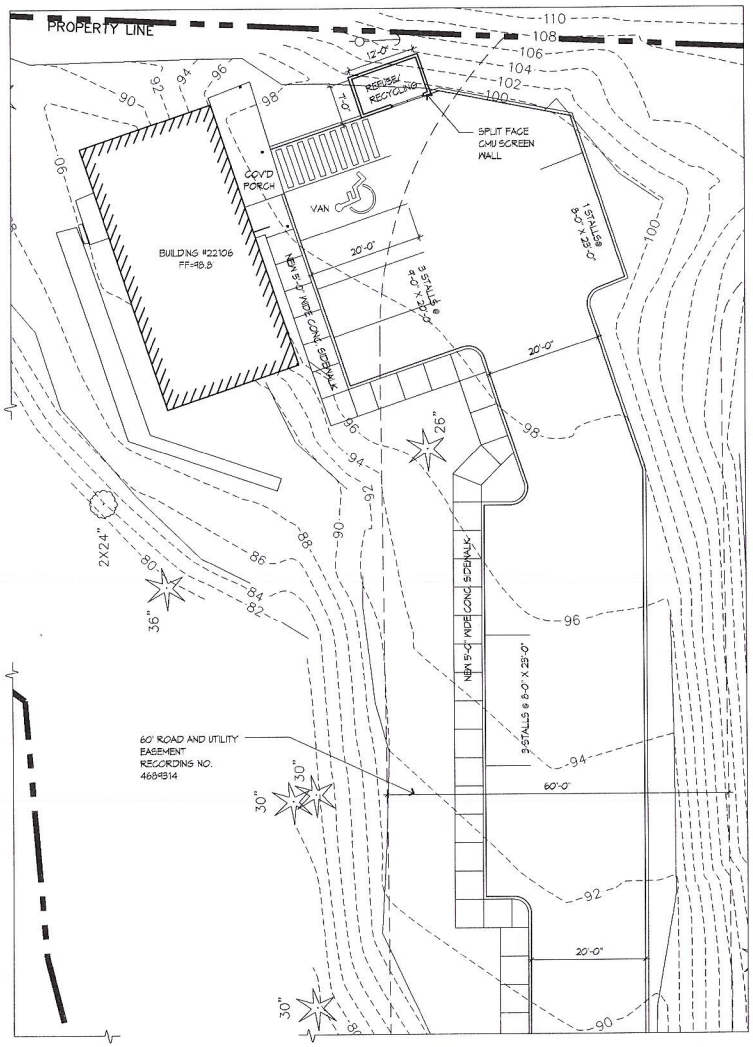
PRIOR TO BUILDING PERMIT ISSUANCE, A CRITICAL AREA TRACT (TO PROTECT THE STEEP SLOPE AND BUFFER) SHALL BE IN THE FORM OF A NATIVE GROWTH PROTECTION EASEMENT (NPGE) OR A DEED RESTRICTION ON THE PROPERTY TITLE OF THE PROJECT.



LINE TABLE		
L9	N 41° 07' 18" W	16.57'
L8	N 21° 51' 30" W	51.90'
L7	N 32° 22' 50" W	21.86
L6	N 82° 55' 15" W	13.43'
L5	N 53° 42' 41" W	14.54'
L4	N 04° 48' 05" W	45.36'
L3	N 14° 18' 31" W	34.60'
L2	N 19° 07' 36" W	47.35'
L1	N 28° 44' 30" W	26.81'

NORTH

1 OVERALL ARCHITECTURAL SITE PLAN
SCALE: 1:30



NORTH

2 PARTIAL ENLARGED ARCHITECTURAL SITE PLAN
SCALE: 1:10

M·B·A architects
ARCHITECTURE AND PLANNING
805 NORTH 2ND STREET
TACOMA, WA 98403
P: 253.752.9400
F: 253.752.0938

5135 REGISTERED ARCHITECT
MICHAEL C. BENJAMIN
STATE OF WASHINGTON

THE GREEN GROTTO
ASDP17-00005
22106 SE 51ST PLACE
ISSAQUAH, WA 98029

PERMIT SET

CONTENTS

REVISIONS

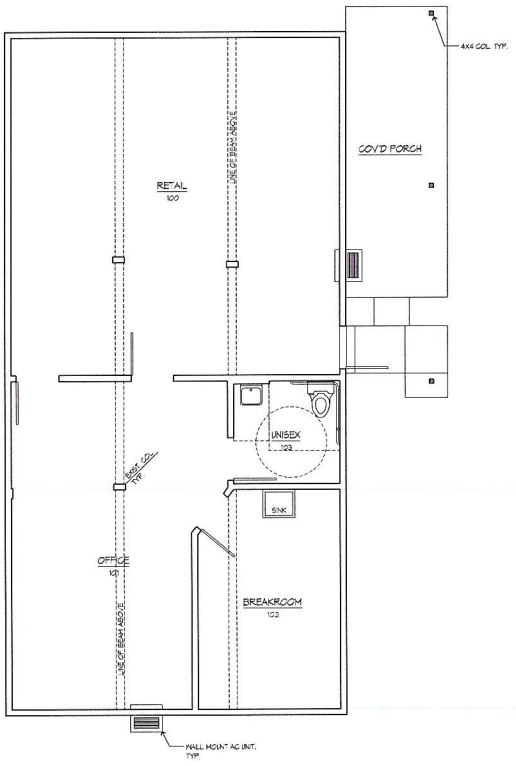
NO:	DATE	ITEM

PROJECT NO: 16-007
DATE: 21 MAR 18
DRAWN BY: LPA

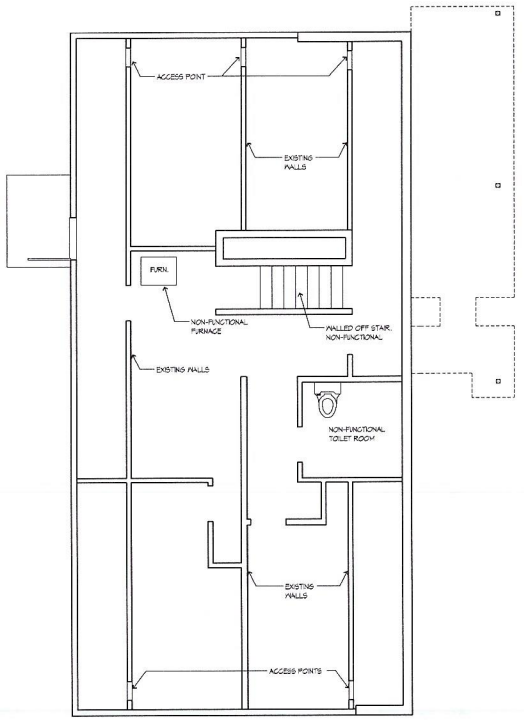
SHEET NO:

A1.0

A FIRE SPRINKLER SYSTEM AND FIRE ALARM SYSTEM SHALL BE INSTALLED PER NFPA 13 REQUIREMENTS DURING THE CHANGE OF USE PERMIT PROCESS.



2 AS-BUILT MAIN FLOOR PLAN
SCALE: 1/4" = 1'-0"



1 AS-BUILT BASEMENT FLOOR PLAN
SCALE: 1/4" = 1'-0"

M·B·A architects
ARCHITECTURE AND PLANNING
1006 NORTH 32ND STREET
TACOMA, WA 98403
P: 253.752.2420 F: 253.752.2421
T: 253.759.0938

5135 REGISTERED ARCHITECT
MICHAEL G. BENJAMIN
STATE OF WASHINGTON

THE GREEN GROTTO
ASDP17-00005
22106 SE 51ST PLACE
ISSAQUAH, WA 98029

PERMIT SET

CONTENTS

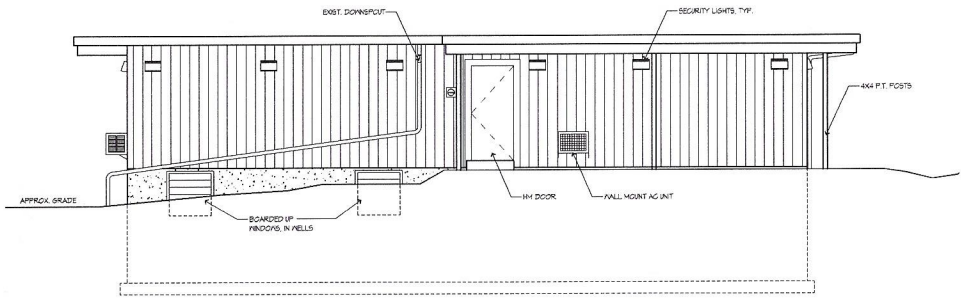
REVISIONS

NO:	DATE	ITEM

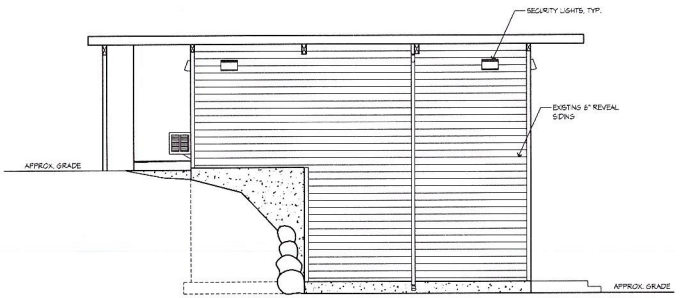
PROJECT NO: 16-001
DATE: 21 MAR 18
DRAWN BY: LPA

SHEET NO:

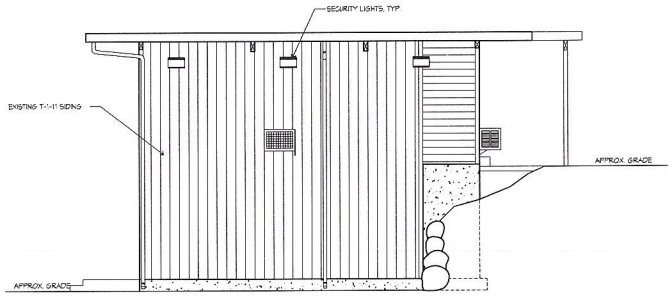
A1.1



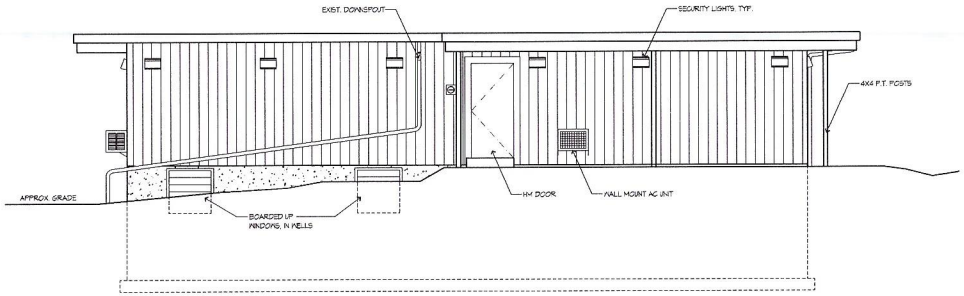
1 EAST ELEVATION
SCALE: 1/4" = 1'-0"



2 NORTH ELEVATION
SCALE: 1/4" = 1'-0"



3 SOUTH ELEVATION
SCALE: 1/4" = 1'-0"



4 WEST ELEVATION
SCALE: 1/4" = 1'-0"

INSTALLED SECURITY LIGHTING:
RAB - SLIM 62Y 277VLED WALL PACK
SEE SPEC SHEET ATTACHED TO COMMENT LETTER

M·B·A architects
ARCHITECTURE AND PLANNING
805 NORTH 2ND AVENUE
TACOMA, WA 98403
P: 253.752.0938
F: 253.752.0939

5135 REGISTERED ARCHITECT
MICHAEL C. BENJAMIN
STATE OF WASHINGTON

THE GREEN GROTTO
ASDP17-00005
22106 SE 51ST PLACE
ISSAQUAH, WA 98029

PERMIT SET

CONTENTS

AS-BUILT ELEVATIONS

REVISIONS

NO.	DATE	ITEM

PROJECT NO: 18-007
DATE: 21 MAR 18
DRAWN BY: LPA

SHEET NO:

A1.2

APPENDIX

JTE . Jake Traffic Engineering, Inc. .

Mark J. Jacobs, PE, PTOE

President
2614 39th Ave. SW – Seattle, WA 98116 – 2503
Tel. 206.762.1978 - Cell 206.799.5692
E-mail jaketraffic@comcast.net

January 2018

Resume Letter

Mark J. Jacobs, PE, PTOE
34 years of Professional Experience

Education

BSCE - University of Washington in 1984.

Certifications/Memberships

- Licensed Professional Engineer in the States of Washington and Oregon
- Certified Professional Traffic Operations Engineer by the Transportation Professional Certification Board, Inc.
- Fellow in the Institute of Transportation Engineers
- West Seattle Transportation Coalition Board Member (2015 to present)

Experience

Jake Traffic Engineering, Inc. has been in business since mid July, 2003. During this time I have prepared and submitted more than 500 traffic reports, a number of traffic engineering letters and have represented Client projects at Public Hearings.

My traffic engineering experience prior to starting my own company is extensive and includes 4.5 years working for the Public (WSDOT and the City of Renton) and 14 years for a private traffic engineering consulting firm.

Over the years I have worked on more than 1,000 traffic engineering projects. I have expertise in the preparation and review of Traffic and Parking studies and associated traffic mitigation requirements. This knowledge extends to intersection operational/safety analysis, site feasibility review, identifying appropriate traffic mitigation, site access analysis, the preparation of technical variance/deviation requests, representing Clients at Public Hearings/Meetings, and traffic channelization and signing plans. I have also prepared a number of traffic signal, illumination, traffic control and traffic calming plans, and have worked on intelligent transportation systems design.

CITY OF
ISSAQUAH
WASHINGTON

Development Services
1775 – 12th Ave. NW | P.O. Box 1307
Issaquah, WA 98027
425-837-3100
issaquahwa.gov

May 17, 2018

Cliff Gehrett
19124 12th Ave NW
Shoreline, WA 98177

Subject: Permit #ASDP17-00005 **Project Name:** Green Grotto

Thank you for your resubmittal of information in response to the City's correction letter dated September 13, 2017. The Development Services Department has completed a review of your resubmittal information and has noted several items that must be resolved before the permit review may continue.

Please review and respond to all of the comments on the attached list and revise the drawings as necessary. Additionally, to help the City respond more quickly, please provide a written narrative describing how each comment is addressed and show all revisions to the drawings as "clouded" or otherwise marked.

To avoid delays, please direct all correction submittals and revisions electronically to MyBuildingPermit.com.

If you have particular questions or need clarification relating to any comment, contact the reviewer directly. A list of reviewers, along with their email and phone number, is on the last page.

Sincerely,

DEVELOPMENT SERVICES DEPARTMENT

David Favour
Counter Services Manager

cc: Staff Reviewers
File

(2)

CORRECTIONS
Green Grotto
File No. ASDP17-00005
22106 SE 51st Street
May 17, 2018

Engineering (Denise Pirolo, Stacey Rush)

1. Compliance is required with 2014 Ecology Storm Water Management Manual for Western WA and 2017 Issaquah Addendum to the City adopted storm design manual. The proposed drainage design is not compliant based on the following reasons:

   a. Minimum Requirement #7: Provide Standard Flow Control.
   Hydrologic modeling parameters used to meet an exemption from flow control (less than a 0.15cfs increase in 100yr flow) are incorrect. Projects are required to use "forested" land cover for the pre-developed condition per 2017 Addendum to Storm Water Design Manual (Table 1-1, and Section 2.4.7.3). Submitted design used "existing" conditions (including lawn and impervious area) as the pre-developed condition.

   b. Drainage Conveyance.
   Storm water runoff must be adequately captured and conveyed to a public drainage system, or 100% dispersed/infiltrated on site. Proposed drainage plan must include capture, detention, and conveyance of all new and replaced impervious areas, and must include adequate discharge connection from the site (typically to the public storm drainage system). Storm runoff from the existing structure must be captured and conveyed with the proposed storm system.

2. Please submit a Traffic Impact Analysis. The analysis guidelines are on our website located at this link.

   Response to 1st resubmittal of traffic information: The city has discretion to require a Traffic Impact Analysis when the proposed trips are less than 30 peak hour trips (applicant response shows 25 trips). A Traffic Impact Analysis is required due to: low sample size (4) in the ITE manual; higher trips at the existing marijuana store at 230 NE Juniper Street; intersection of multiple private drive ways.

   there are 12 data points

   The analysis must include and address the following issues:

   a. Project description clarification. The submitted traffic study states on page 2, "The intent clientele of this particular site is to provide for medical distribution of marijuana products and is not intended for retail sales based on discussion with the client." However the application states the use will be a "recreational/medical retail marijuana store". Please clarify the scope of the project. Please also adjust the traffic trips to reflect the intended use of the project.

   b. Determine the number of generated trips and the number of needed parking stalls during the PM peak period. The number of trips proposed by the applicant to be generated by this land use seems low; the November 2017 counts collected on NE Juniper Street in front of the Issaquah Cannabis Company show higher numbers (counts available from Fay Schafi, Public Works Engineering, Fays@issaquahwa.gov).

   date collected 09.13.2018

c. Please provide a copy of *all* pages of the ITE Trip Generation Manual Land Use 882 (especially the description page).

d. Study three similar marijuana retail stores to determine the number of site generated trips during the PM peak period and the number of needed parking stalls. One of the stores must be the Issaquah store at 230 NE Juniper Street.

TG studied 3-stores Parking included at Issaquah store ✓

e. Evaluate driveway safety and operations (intersection of multiple private drive ways; pedestrian safety and circulation from East Lake Sammamish Parkway to building; turning movement conflicts and safety issues at multiple intersections along the private drive, turning movement conflicts in and out of the driveway at East Lake Sammamish Parkway, impacts on E. Lake Sammamish Parkway operations, etc.).

f. Chapter 6.0 and 12.0 requires the drive from East Lake Sammamish Parkway to the building to meet the appropriate cross section shown in Chapter 6.0. Revise the plans to show a full street section or apply for an Administrative Adjustment of Standards to request a reduction to this requirement.

g. The table of vehicular parking spaces, Chapter 8.10, does not list a marijuana retail store, therefore please provide information to determine the required number of stalls. The process should be similar to the methodology to determine traffic counts: evaluate 3 marijuana retail stores including the 230 NE Juniper Street store to determine the number of parking stalls required to address the peak hour demand. If there is not sufficient parking, identify other parking options such as sharing nearby parking. See the Central Issaquah parking code, Chapter 8.0 for options.

h. Parking lot layout. Please dimension the distance behind the head-in stalls next to the building. The parking code requires at least 24' back up length. If this can't be met, revise the layout to provide this room.

i. Identify improvements and adjust the proposal as needed to mitigate traffic and parking impacts identified from the traffic and parking analysis. Improvements may include, but not be limited to, vehicle turning movement improvements to East Lake Sammamish Parkway; vehicle, bike and pedestrian improvements to the private driveway; parking improvements, other improvements as may be needed.

3. Submit a revised Transportation Concurrency application including the number of new trips determined from the above Traffic Impact Analysis. Pay the associated fee.

4. In addition to the letter provided by Heather Burgess, provide more information regarding the 60'easement. Identify the properties on a map showing the location of the Grantees and the Grantors, the location and width of the easement, and the rights of this property to make physical road improvements to adjacent properties. Also address the access and utility easement rights from this property to the property to the north and east. For example, provide documentation showing the proposed parking lot improvements are acceptable within this easement and allow future 60' access and utility improvements to extend to the property north and east of this lot.

5. Address the comments of the reviewing authority, Sammamish Plateau Water. See attached.

(4)

Land Use (David Favour)

1. In addition to the Top of Slope notation on the plans, on all plan sheets shown the location of the Slope Buffer, Building Setback Line from the Buffer, and NGPE. This information is shown on the recorded documents from earlier permits, LLA15-00006 and PLN04-00098.

2. It is not clear whether all proposed improvements including drive, parking, sidewalk, and retaining wall improvements are located outside the Buffer. Please overlay improvements on the information above. If a further reduction is requested and possible under the code, then a revised Geotechnical Report, with double peer reviews, will be required to evaluate slope impacts.

3. On the Landscape Plan please show tree protection measures prepared by a certified arborist for all existing trees to be disturbed within the dripline.

4. Incorporate all parking lot and site changes necessary to address the Traffic and Parking Analysis discussed above.

5. Retaining walls along parking and sidewalk areas: Provide design details. Show a railing for all retaining walls greater than 30" in height. Provide structural engineering for all walls greater than 4' tall.

6. Provide details of the colors and materials of the waste enclosure and doors.

7. Revise the building design and elevations to the extent feasible and practical to comply with the Central Issaquah Development and Design Standards focusing on Chapter 14 Buildings, with emphasis on the applicable items in Section 14.4 Ground Level Details.

Reviewer Contact Information

CW Christopher Wright, ChrisW@issaquahwa.gov; 425-837-3093
DF Dave Favour, DaveF@issaquahwa.gov; 425-837-3090
DP Denise Pirolo, DeniseP@issaquahwa.gov; 425-837-3092
SR Stacey Rush, staceyr@issaquahwa.gov; 425-837-3089
JP Jose Pacheco, JoseP@issaquahwa.gov; 425-837-3114
JRW Jennifer Woods, JenniferRW@issaquahwa.gov; 425-837-3086
LK Lon Keirsey, lonk@issaquahwa.gov; 425-837-3113
DY Doug Yormick, dougy@issaquahwa.gov; 425-837-3083
LS Lucy Sloman, LucyS@issaquahwa.gov; 425-837-3433
ML Mark Lawrence, MLawrence@esf-r.org; 425-313-3322
DM Dan Martinez, DanM@issaquahwa.gov; 425-837-3124
MW Michelle Wright, MichelleW@issaquahwa.gov; 425-837-3421
VP Valerie Porter, ValerieP@issaquahwa.gov; 425-837-3094
RB Ron Blaskovich, RonB@issaquahwa.gov; 425-837-3481
TM Toni Miller, TomR@issaquahwa.gov; 425-837-3089
JL Jean Lin, lonk@issaquahwa.gov; 425-837-3103

CITY OF
ISSAQUAH
WASHINGTON

Development Services
1775 – 12th Ave. NW | P.O. Box 1307
Issaquah, WA 98027
425-837-3100
issaquahwa.gov

September 13, 2017

Cliff Gehrett
19124 12th Ave NW
Shoreline, WA 98177

Subject: Permit #ASDP17-00005 **Project Name:** Green Grotto

The Development Services Department has completed a review of your project, and has noted several items that must be resolved before the permit review may continue.

Please review and respond to all of the comments on the attached list and revise the drawings as necessary. Additionally, to help the City respond more quickly, please provide a written narrative describing how each comment is addressed and show all revisions to the drawings as "clouded" or otherwise marked.

To avoid delays, please direct all correction submittals and revisions electronically to MyBuildingPermit.com.

If you have particular questions or need clarification relating to any comment, contact the reviewer directly. A list of reviewers, along with their email and phone number, is on the last page.

Sincerely,

DEVELOPMENT SERVICES DEPARTMENT

David Favour
Counter Services Manager

cc: Staff Reviewers
File

(6)

CITY OF
ISSAQUAH
WASHINGTON

Development Services
1775 – 12th Ave. NW | P.O. Box 1307
Issaquah, WA 98027
425-837-3100
issaquahwa.gov

September 13, 2017

Cliff Gehrett
19124 12th Ave NW
Shoreline, WA 98177

Subject: Permit #ASDP17-00005 **Project Name:** Green Grotto

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To avoid delays, please direct all correction submittals and revisions electronically to MyBuildingPermit.com.

If you have particular questions or need clarification relating to any comment, contact the reviewer directly. A list of reviewers, along with their email and phone number, is on the last page.

Sincerely,

DEVELOPMENT SERVICES DEPARTMENT

David Favour
Counter Services Manager

cc: Staff Reviewers
File

(7)

CORRECTIONS
Green Grotto
File No. ASDP17-00005
22106 SE 51st Street
September 13, 2017

Fire (Mark Lawrence)

1. Due to lack of fire hydrants within 300 feet of structure and limited fire vehicle access a full NFPA 13 fire sprinkler and fire alarm system shall be installed.

Engineering (Denise Pirolo, Stacey Rush)

1. Compliance is required with 2014 Ecology Stormwater Management Manual for Western WA and 2017 Issaquah Addendum to the City adopted storm design manual. Provide a Drainage Report and Stormwater Plans that includes (but is not limited to) significant items such as:
   a. Issaquah TESC Report & Stormwater Pollution Prevention Plan (SWPPP).
   b. Stormwater Technical Information Report addressing minimum requirements #1-9.
   c. Stormwater Low Impact Development Analysis, and implementation if feasible, required under minimum requirement #5.
   d. Site Specific Soils Report, required to determine feasibility of stormwater low impact development, under minimum requirement #5.
   e. Enhanced plus Phosphorus Treatment Standard, under minimum requirement #6, if 5,000sf (or more) new and/or replaced pollution generating impervious area (unless infiltrating on-site).
   f. Standard Flow Control, required under minimum requirement #7.

2. Please submit a Traffic Impact Analysis. The analysis guidelines are on our website located at this link. The analysis must include the following issues:

   a. Determine the number of generated trips during the PM peak period. Note: There are no land uses in the ITE Trip Generation Manual that fit the description of this particular use. Study three similar land use types with similar size and location (located on major arterial) to determine the number of site generated trips during the PM peak period. ITE added LUC 882 Marijuana Dispensary in the 10th Edition September 2017

   b. Safety of turning movements in and out of the driveway at East Lake Sammamish Parkway and at intersections along the private drive.

   c. Safety of pedestrians traveling to and from East Lake Sammamish Parkway and along the private driveway including adjacent to the church.

   d. Recommend improvements to mitigate impacts identified from the analysis. Improvements may include, but not be limited to, vehicle turning movement improvements to East Lake Sammamish Parkway; vehicle, bike and pedestrian improvements to the private driveway such as pavement, curb, gutter, sidewalk, and landscape planter strip improvements; other improvements as may be needed.

3. Submit a Transportation Concurrency application and pay the fee. The number of new trips can be obtained from the above Traffic Impact Analysis and inputted into this application to determine the fee.

4. Provide more information regarding access easement rights to the property from East Lake Sammamish Parkway. Identify the properties on a map that the submitted easement addresses, the location and width of the easement, and the rights of this property to make physical road improvements to adjacent properties.

5. Address water and sewer requirements of the reviewing authority, Sammamish Plateau Water. We have not yet received their comments. We will forward them as soon as we receive them.

Land Use (David Favour)

1. On the Site Plan, show the location of the Top of Slope, Slope Buffer, and Slope Building Setback from the Buffer. Show that the drive, parking, and sidewalk improvements are located outside the buffer. If a further reduction is requested and possible under the code, then a Geotechnical Report will be required to evaluate slope impacts.

2. Provide a Landscape Plan with information as required on the ASDP Submittal Requirements. Include existing tree protection measures. Use Central Issaquah Development and Design Standards, Chapter 10 (Landscape), for direction on landscape planting details.

3. Design the Parking Lot and Drive from East Lake Sammamish Parkway to comply with the Central Issaquah Development and Design Standards including Chapter 12 (Circulation) and Chapter 15 (Parking).

4. Please see and respond to the attached public comments.

5. Note that the steep slope and buffer shall be protected as required by the Critical Areas Ordinance, including IMC 18.10.460-480. Please confirm the following requirements have been met, if not, please plan to complete them:

   a. Prior to Building Permit issuance, provide a Notice on Title of the presence of a critical area or buffer and that limitations on actions in or affecting such areas or buffers may exist.

   b. Prior to Building Permit issuance, establish and record a Critical Area Tract to protect the steep slope and steep slope buffer in the form of:

      1) A Native Growth Protection Easement (NGPE) dedicated to the City or other public or nonprofit entity specified by the Director, or

      2) A deed restriction on the property title of the project (typically conveying responsibility for maintenance to the Homeowners Association with oversight by the City).

   Possible NGPE language may read similar to, "*Dedication of a Native Growth Protection Easement (NGPE) as shown on the Site Plan, conveys to the public a beneficial interest in the land within the easement. The interest includes the preservation of native vegetation for all purposes that benefit public health, safety and welfare, including control of surface water and erosion, maintenance of slope stability, visual and aural buffering, and protection of land and animal habitat. The NGPE imposes upon all present and future owners and occupiers of the land subject to the easement the obligation, enforceable on behalf of the public by the City of Issaquah, to leave undisturbed all trees and other vegetation within the easement. The*

vegetation within the easement may not be cut, pruned, covered by fill, removed or damaged without the express permission from the City of Issaquah. Any such activity in the NGPE area shall require City approval prior to undertaking such work." This draft language, or similar, should be shown on the face of the Site Plan for Development Commission review.

c. Prior to beginning any site disturbance, place temporary marking of the buffer and building setback marked in the field with yellow caution tape or a chain link fence or other appropriate apparatus as determined by the City.

d. Prior to Certificate of Occupancy issuance, place permanent survey stakes using iron or cement markers delineating the boundaries between adjoining properties and the critical area tracts.

e. Prior to Certificate of Occupancy issuance, place permanent signs between the critical area tract and adjacent lands explaining the type and value of the critical area (examples available in the Public Works Department).

6. Note at Building Permit issuance, the project shall pay Impact Fees as outlined in this Impact Fee Table and Summary document.

7. Address the requirements of 18.07.512 Recreational marijuana facilities including the following:

C. Separation Requirements:
1. Only one (1) recreational marijuana facility is allowed in a single tenant space, except a marijuana licensee holding both marijuana producer and marijuana processor licenses may locate their combined operation in a single tenant space;
2. No recreational marijuana facility shall be permitted within five hundred (500) feet of any other recreational marijuana facility;
3. No recreational marijuana facility shall be permitted within one thousand (1,000) feet of any use specified in RCW 69.50.331 and WAC 314-55-050, including the following:
a. Elementary or secondary school;
b. Playground;
c. Recreation center or facility;
d. Child care center;
e. Public park;
f. Public transit center;
g. Library;
h. Game arcade where admission is not restricted to persons age twenty-one (21) and over.

D. Application Requirements: An application for a recreational marijuana facility shall include the following information in addition to the application requirements for a Level 2 Administrative Site Development Permit (ASDP):
1. The application shall be made by:
a. A marijuana licensee; or
b. An applicant for a marijuana license.
The application shall include a copy of the license or a copy of the license application. A permit shall not be issued for a recreational marijuana facility unless the applicant is a marijuana licensee;
2. A map drawn to scale showing that the proposed recreational marijuana facility is at least one thousand (1,000) feet from all uses specified in RCW 69.50.331 and WAC 314-55-050. A survey

prepared by a surveyor licensed in the state of Washington may be required by the Director; and
3. The applicant shall submit a copy of the operating plan required by the Washington State Liquor and Cannabis Board as part of the license application.

The City's guideline map from 2015 is provided at this link for reference only. This map is not up to date. We request you provide a map addressing the code above.

8. Tree Removal request – If trees are requested for removal, provide more information supporting removal of the trees such as an arborist report with ISA Tree Risk Assessment Form completed for each tree.

9. Show where garbage, recycling, and yard/food waste containers will be stored. If outside the structure, then they must be screened in accordance with the Central Issaquah Development and Design Standards including Chapter 11.5 Service. Loading, and Waste Enclosures and Solid Waste Service Review & Standards.

10. Provide a Community Space in accordance with the Central Issaquah Development and Design Standards focusing on Chapter 7.3.B Nonresidential.

11. Revise the building design and elevations as needed to comply with the Central Issaquah Development and Design Standards focusing on Chapter 14 Buildings. Due to the unique location and use, please talk with me regarding elements that may not be applicable.

12. Identify any proposed exterior lighting fixtures, brightness, shielding, etc. in accordance with the Central Issaquah Development and Design Standards, Chapter 17.

Reviewer Contact Information

CW Christopher Wright, ChrisW@issaquahwa.gov; 425-837-3093
DF Dave Favour, DaveF@issaquahwa.gov; 425-837-3099
DP Denise Pirolo, DeniseP@issaquahwa.gov; 425-837-3092
SR Stacey Rush, staceyr@issaquahwa.gov; 425-837-3089
JP Jose Pacheco, JoseP@issaquahwa.gov; 425-837-3114
JRW Jennifer Woods, JenniferRW@issaquahwa.gov; 425-837-3086
LK Lon Keirsey, lonk@issaquahwa.gov; 425-837-3113
DY Doug Yormick, dougy@issaquahwa.gov; 425-837-3083
LS Lucy Sloman, LucyS@issaquahwa.gov; 425-837-3433
ML Mark Lawrence, MLawrence@esf-r.org; 425-313-3322
DM Dan Martinez, DanM@issaquahwa.gov; 425-837-3124
MW Michelle Wright, MichelleW@issaquahwa.gov; 425-837-3421
VP Valerie Porter, ValerieP@issaquahwa.gov; 425-837-3094
RB Ron Blaskovich, RonB@issaquahwa.gov; 425-837-3481
TM Toni Miller, TomR@issaquahwa.gov; 425-837-3089
JL Jean Lin, lonk@issaquahwa.gov; 425-837-3103

July 27, 2017

City of Issaquah
Development Services Department
Attn: Mr. David Favour, Counter Services Manager
PO Box 1307
Issaquah, WA 98027

Re: Notice of Application – Green Grotto Marijuana Retail Store

HAND DELIVERED

Dear Mr Favour,

As all of the property owners on SE 50th Street in Issaquah (directly to the north of applicant's proposed location) and the Dominys, who live on SE 51st Place, we would like to go on record as opposing the above referenced application.

The proposed use is extremely out of character with the surrounding neighborhood. It is surrounded by residences on large lots, a church and a dental clinic. Nothing would suggest this is a compatible use with the surrounding properties.

Its access is, at best, awkward and its location is essentially secluded. Since the sale of marijuana is an illegal activity as defined by the Federal government, marijuana retail sales in Washington are totally "all cash". It seems counter intuitive to locate an all cash operation in a secluded location, an invitation to crime.

Additionally, the awkward/obscure access, which appears to meander through a rather large church property, will only leave our street, SE 50th, at the mercy of many confused, uninvited and unwanted guests, looking for the "Green Grotto".

For some of the same reasons these types of retail sales are restricted near schools, we are also concerned about our school bus stop located directly at the bottom of SE 50th and East Lake Sammamish Parkway.

We encourage the City to deny this application. Virtually, any other location would be more suitable than the one proposed.

Sincerely,

Mark and Erin Roberts
22247 SE 50th Street, Issaquah, WA 98029

Dan and Portia Anderson
222xx SE 50th Street, Issaquah, WA 98029
Undeveloped 7 Acres – Parcel 212406-9114

12

Jim and Kathy Agnew
22215 SE 50th Street, Issaquah, WA 98029

Jo-Wandre Snyman and Dareia Kapelu
22255 SE 50th Street, Issaquah, WA 98029

Roslan Kaluzny
22255 SE 50th Street, Issaquah, WA 98029

Chris and Eileen Haubeil
22250 SE 50th St, Issaquah, WA 98029

Troy & Rachel Dominy (+3 young boys)
22122 SE 51st Pl
Issaquah, WA 98029

Richard A. Dominy
22122 SE 51st PL
Issaquah, WA 98020 (Property Owner)
(180 E Westwood LN
Union, WA 98592 – mailing address)

COVENANT
PRESBYTERIAN
CHURCH

July 28, 2017

Sent by Email Only
davef@issaquahwa.gov

David Favour,
Project Planner / Counter Services Mgr.
Development Services Department
P.O. Box 1307
Issaquah, WA 98027

Re: **Objection to Notice of Application**
Project Name: Green Grotto Marijuana Retail Store
File Number: ASDP17-00005

Dear Mr. Favour:

Covenant Presbyterian Church of Issaquah ("***Covenant Church***") objects to the application identified above for the establishment and operation of a recreational marijuana facility at 22106 SE 51st Place. Green Grotto Marijuana Retail Store ("***Green Grotto***") at the proposed location will violate the separation requirements under Issaquah Municipal Code 18.07.512 and must be denied.

Covenant Church is located immediately south of the proposed recreational marijuana facility. A map identifying Covenant Church's property and its proximity to Green Grotto is enclosed for your convenience (***Exhibit 1***). IMC 18.07.512 (C)(3) prohibits recreational marijuana facilities within 1,000 feet of certain uses. Several of those uses occur at Covenant Church every day and are well within the protective radius.

In fact, SE 51st Place is the sole access road to both properties. Every Green Grotto patron will drive through Covenant Church's property when entering and exiting the recreational marijuana facility. Covenant Church's playground is less than 50 feet from the shared roadway. Enclosed is a photograph of the shared access road and close proximity to Covenant Church's playground (***Exhibit 2***). We have a large congregation of families with young children and the playground is used nearly every day of the week. A better picture of our playground area is enclosed (***Exhibit 3***).

Our Chapel Building is located just beyond the playground along SE 51st Place and is shown in Exhibit 2. Like the playground, the Chapel Building is directly adjacent to the shared roadway and well within 50 feet. The Chapel Building is a recreational facility and meeting place for many of our church activities. A significant number of the activities that take place in the Chapel Building involve youth and children's ministries, including,

(1)

22116 SE 51st Place, Issaquah, WA 98029 | www.cpcissaquah.org | 425.392.5532 | office@cpcissaquah.org

- Sunday School - held throughout the school year and includes 40 or more children ages 4 to 18,
- Youth Group - meets every Sunday evening throughout the school year and includes anywhere from 15 to 20 children ranging from age 13 to 18,
- Trail Life - a youth boys' outdoor club that meets throughout the year and ranges widely in numbers and ages, and
- Kids' Choir – meets weekly when choir is in session and includes up of 20 to 25 children ages 5 to 12.

In additional to the youth and children's clubs and programs, Covenant Church also hosts Classical Conversations. Classical Conversations is a homeschool cooperative and serves roughly 85 children ranging in age from 3 to18. These students attend classes provided through the homeschool cooperative throughout the school year. Our own Covenant Christian Middle School that provides supplemental educational instruction to 20 to 24 children also meets in the Chapel Building, along with other facilities on our property. The students meet at least two days per week during the school year and range in age from 11 to 14.

The Issaquah Police Department is well aware of the past illegal drug activity at 5106 East Lake Sammamish Pkwy (Hanon house). The Hanon house abuts the Covenant Church property and the proposed site of Green Grotto. In addition to the concerns above, we're concerned that a marijuana store will attract additional users of illegal drugs to the Hanon house and multiply the risk to our children. In the past, we've found used drug needles on our property within close proximity to our playground.

We are gravely concerned about the safety of the youth and children we serve due to the increased traffic on SE 51st Place and threat of illegal drug activity in the area if the proposed application is approved. We believe the presence of Green Grotto and the services provided by the non-profits at Covenant Church are at odds to one another and Green Grotto's presence would impede our ministry and service to the community. It is our hope that we can continue to serve our community by providing a safe place for children to play, to learn, and to receive the support they need.

We ask that you enforce the restrictions provided under the law for this purpose and look forward to notice that the application has been denied. In the meantime, if you need any additional information from us or have questions about the services we provide, please contact me at your convenience.

Sincerely,

Jon Langdon

1023303 (16900-01)

EXHIBIT 1

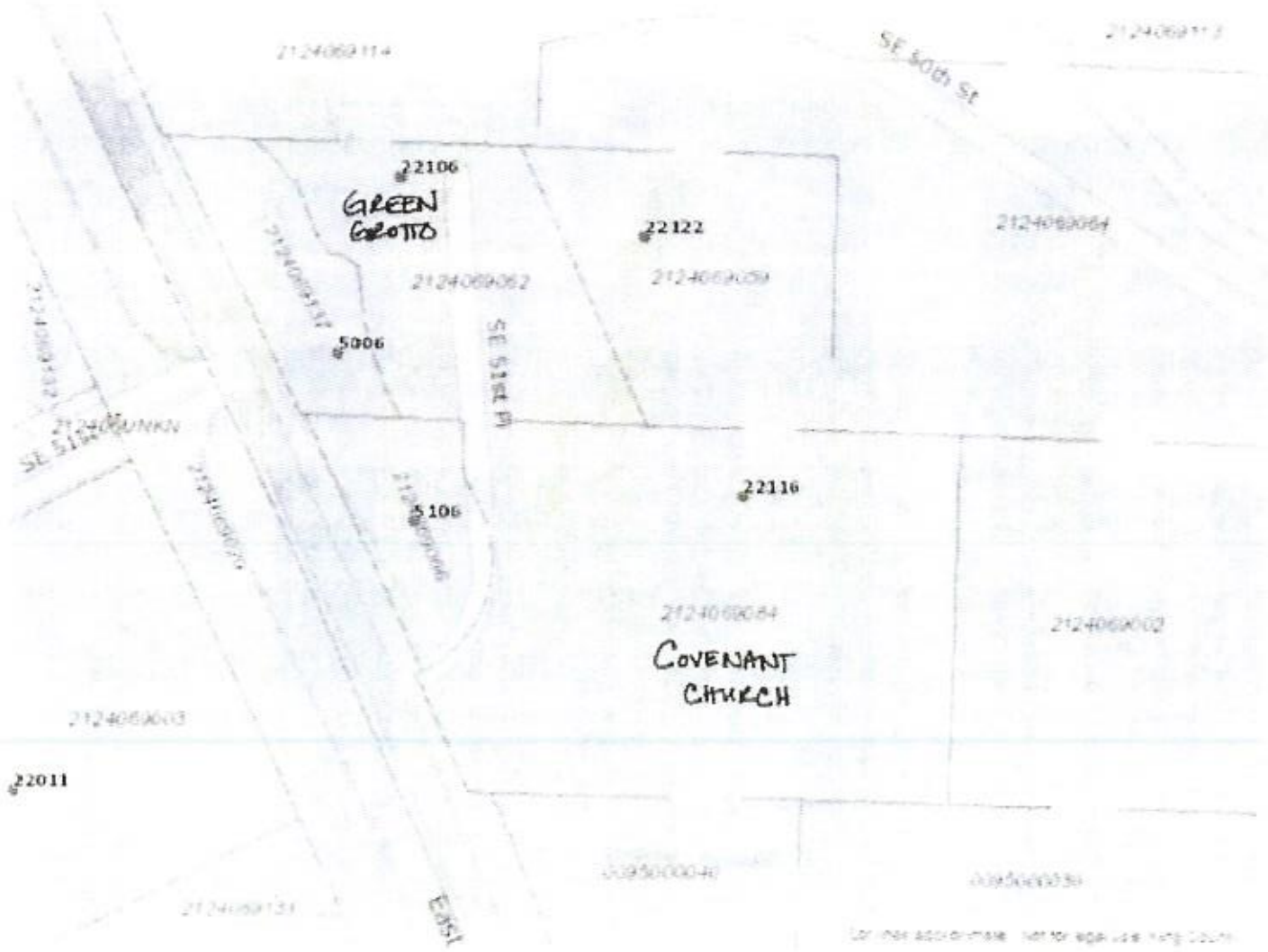

SE 60th St
22106
GREEN GROTTO
22122
5006
SE 51st Pl
22116
5106
COVENANT CHURCH
22011
East

EXHIBIT 1


22106
GREEN GROTTO
22122
5006
SE 51st P
22116
5106
COVENANT CHURCH
22011
EAST

EXHIBIT 2

EXHIBIT 3

From: Mark J Jacobs, PE, PTO [mailto:JakeTraffic@comcast.net]
Sent: Friday, September 07, 2018 9:40 AM
To: 'Dave Favour'
Cc: 'Cliff Gehrett'; 'George Garrett'; 'David Fillmore'
Subject: RE: 2018.055 - Green Grotto ASDP17-00005 - City and SPWD Correction Letter

Dave

Attached is the City's first correction letter regarding the project, Traffic Comments below:

2. Please submit a Traffic Impact Analysis. The analysis guidelines are on our website located at this link. The analysis must include the following issues:

   a. Determine the number of generated trips during the PM peak period. Note: There are no land uses in the ITE Trip Generation Manual that fit the description of this particular use. Study three similar land use types with similar size and location (located on major arterial) to determine the number of site generated trips during the PM peak period.

   b. Safety of turning movements in and out of the driveway at East Lake Sammamish Parkway and at intersections along the private drive.

   c. Safety of pedestrians traveling to and from East Lake Sammamish Parkway and along the private driveway including adjacent to the church.

   d. Recommend improvements to mitigate impacts identified from the analysis. Improvements may include, but not be limited to, vehicle turning movement improvements to East Lake Sammamish Parkway; vehicle, bike and pedestrian improvements to the private driveway such as pavement, curb, gutter, sidewalk, and landscape planter strip improvements; other improvements as may be needed.

At the time the letter was prepared the ITE Trip Generation 10th Edition was being published. This resource provides **12 data points for a Marijuana Dispensary during the PM peak hour ten of them are below the average rate line** during the critical PM peak hour, not the four the City noted. Further as more choices become available and the newness factor goes away each store would generate fewer trips.

Greg's Traffic Letter already studied the site access onto ELSP SE and documented it operating at LOS 'D' (taking into account the TWLTL it is better). Greg's data includes traffic from the other uses sharing the access.

Subsequent to the above the City prepared a 2nd Comment Letter dated May 17, 2018, pertinent section below:

2. Please submit a Traffic Impact Analysis. The analysis guidelines are on our website located at this link.

   Response to 1st resubmittal of traffic information: The city has discretion to require a Traffic Impact Analysis when the proposed trips are less than 30 peak hour trips (applicant response shows 25 trips). A Traffic Impact Analysis is required due to: low sample size (4) in the ITE manual; higher trips at the existing marijuana store at 230 NE Juniper Street; intersection of multiple private drive ways.

   The analysis must include and address the following issues:

   a. Project description clarification. The submitted traffic study states on page 2, "The intent clientele of this particular site is to provide for medical distribution of marijuana products and is not intended for retail sales based on discussion with the client." However the application states the use will be a "recreational/medical retail marijuana store". Please clarify the scope of the project. Please also adjust the traffic trips to reflect the intended use of the project.

   b. Determine the number of generated trips and the number of needed parking stalls during the PM peak period. The number of trips proposed by the applicant to be generated by this land use seems low; the November 2017 counts collected on NE Juniper Street in front of the Issaquah Cannabis Company show higher numbers (counts available from Fay Schafi, Public Works Engineering, Fays@issaquahwa.gov).

c. Please provide a copy of *all* pages of the ITE Trip Generation Manual Land Use 882 (especially the description page).

d. Study three similar marijuana retail stores to determine the number of site generated trips during the PM peak period and the number of needed parking stalls. One of the stores must be the Issaquah store at 230 NE Juniper Street.

e. Evaluate driveway safety and operations (intersection of multiple private drive ways; pedestrian safety and circulation from East Lake Sammamish Parkway to building; turning movement conflicts and safety issues at multiple intersections along the private drive, turning movement conflicts in and out of the driveway at East Lake Sammamish Parkway, impacts on E. Lake Sammamish Parkway operations, etc.).

f. Chapter 6.0 and 12.0 requires the drive from East Lake Sammamish Parkway to the building to meet the appropriate cross section shown in Chapter 6.0. Revise the plans to show a full street section or apply for an Administrative Adjustment of Standards to request a reduction to this requirement.

g. The table of vehicular parking spaces, Chapter 8.10, does not list a marijuana retail store, therefore please provide information to determine the required number of stalls. The process should be similar to the methodology to determine traffic counts: evaluate 3 marijuana retail stores including the 230 NE Juniper Street store to determine the number of parking stalls required to address the peak hour demand. If there is not sufficient parking, identify other parking options such as sharing nearby parking. See the Central Issaquah parking code, Chapter 8.0 for options.

h. Parking lot layout. Please dimension the distance behind the head-in stalls next to the building. The parking code requires at least 24' back up length. If this can't be met, revise the layout to provide this room.

i. Identify improvements and adjust the proposal as needed to mitigate traffic and parking impacts identified from the traffic and parking analysis. Improvements may include, but not be limited to, vehicle turning movement improvements to East Lake Sammamish Parkway; vehicle, bike and pedestrian improvements to the private driveway; parking improvements, other improvements as may be needed.

The City's reference to small sample size is incorrect, as iterated earlier there are 12 data points during the critical PM peak hour!

Please e-mail me the City traffic data collected at NE Juniper Street. I understand that this store is the only store in the City, thus leaving customers few options. With added options customers are likely to choose to go to a store closer to their home or work location, **THUS reducing use of the existing store and reducing traffic affect to the City street grid overall!**

Regarding collecting additional Traffic Generation JTE, Inc provided the City some added information on this item; I will include the data with a formal response letter. In addition, I will review the City data provided at NE Juniper Street.

Greg's report included Trip Generation and Operational Review of the access. The City's initial comment requested Safety Review:

Safety Inspection

I have conducted a safety inspection of the site access on ELSP SE. Good sight lines exist and review of WSDOT incident data for 2015, 2016 and 2017 with only one property damage incident occurring near the access in 2017. I'll include the data with the formal response letter.

The City's 2nd comment letter added a request for a Parking Review

Parking Review

As stated in my August 28, 2018 email

Regarding parking no ITE data exists; however, limited data for a Liquor Store, a comparable LUC, does exist. This LUC data peak parking at 2.98 vehicles per 1,000 sf, thus four stalls are needed (3.45). The parking is turnover type use with short duration use by customers.

I reviewed the IMC 18.09.050 Table of Off-Street Parking Standards for comparable data. A few data points:

Drugstore/Pharmacy	1 space per 200 sq. ft. GFA
General Retail/Service	1 space per 200 sq. ft. GFA
Specialty Food Store (No Dining)	1 space per 200 sq. ft. GFA
Shopping Center	1 space per 200 sq. ft. GFA; theaters (movie or live) within center must provide individual parking according to the standards within this section; theater GFA is not used to calculate remaining shopping center parking requirement, but used to define specific parking for that use

The City's parking rate is 1 stall per 200 sf for retailing activities. The proposed Green Grotto is 1,152 sf in size and thus per City retail parking requires 6 stalls that are provided.

Parking – the turnover rate is high and data from a Liquor Store use shows that sufficient parking is being provided. Further the City's typical retail parking supply is being provided; this rate should be the applicable value to use for the project. I will conduct a review of Parking Criteria for other local Agencies on this or comparable use and include in the Formal Letter

Summarizing

ITE Trip Generation 10th Edition has 12 data points that I will augment with data I have collected at stores on the eastside. I will include this data with my Formal Response letter. I will also include my safety

review data. Regarding parking the proposed project provides parking per IMC comparable land use; I will conduct further review on this via research of what other Local agencies require.

And finally I request the City data at Juniper Street to review.

Thank you

Mark
206.762.1978

From: Dave Favour [mailto:DaveF@issaquahwa.gov]
Sent: Thursday, September 06, 2018 4:59 PM
To: Mark J Jacobs, PE, PTO
Cc: 'Cliff Gehrett'; 'George Garrett'; 'David Fillmore'
Subject: RE: 2018.055 - Green Grotto ASDP17-00005 - City and SPWD Correction Letter

Mr. Jacobs,

Thank you for your email. We have reviewed your comments with our Public Works Engineering Department and have these comments.

As was stated in our 1st correction letter dated September 13, 2017 and the 2nd correction letter dated May 17, 2018, the city can require a Traffic Impact Analysis when the proposed trips are less than 30 peak hour trips. As we stated earlier a Traffic Impact Analysis is required due to: low sample size (4) in the ITE manual; higher trips at the existing marijuana store at 230 NE Juniper Street; intersection of multiple private drive ways. We also asked for a Parking Study to determine the required number of stalls.

Your comments provide additional ITE manual information – thank you. However there remain sufficient outstanding issues as outlined earlier that lead us to conclude a Traffic and Parking Impact analysis is required. Once you have provided this information we look forward to reviewing and responding with our comments.

Thank you,

David Favour
Counter Services Manager | City of Issaquah | 425-837-3090

From: Mark J Jacobs, PE, PTO <JakeTraffic@comcast.net>
Sent: Tuesday, August 28, 2018 10:11 AM
To: Dave Favour <DaveF@issaquahwa.gov>
Cc: 'Cliff Gehrett' <cliff@northshorewa.com>; 'George Garrett' <george@northshorewa.com>; 'David Fillmore' <davidf@sittshill.com>
Subject: RE: 2018.055 - Green Grotto ASDP17-00005 - City and SPWD Correction Letter

Dave

Thank you for the heads up.

Mark

From: Dave Favour [mailto:DaveF@issaquahwa.gov]
Sent: Tuesday, August 28, 2018 10:01 AM
To: Mark J Jacobs, PE, PTO
Cc: 'Cliff Gehrett'; 'George Garrett'; 'David Fillmore'
Subject: RE: 2018.055 - Green Grotto ASDP17-00005 - City and SPWD Correction Letter

Mr. Jacobs,

Thank you for your email. We are evaluating the comments and will respond as soon as possible.

Thank you,

David Favour
Counter Services Manager | City of Issaquah | 425-837-3090

From: Mark J Jacobs, PE, PTO <JakeTraffic@comcast.net>
Sent: Thursday, August 23, 2018 12:08 PM
To: Dave Favour <DaveF@issaquahwa.gov>
Cc: 'Cliff Gehrett' <cliff@northshorewa.com>; 'George Garrett' <george@northshorewa.com>; 'David Fillmore' <davidf@sittshill.com>
Subject: 2018.055 - Green Grotto ASDP17-00005 - City and SPWD Correction Letter

Dave

I have been contacted by the Applicant of the proposed Green Grotto project. They provided me a copy of the Traffic Scoping report conducted by a colleague Greg Heath, PE, PTOE, copy attached.

I have reviewed Greg's report and it is consistent with Industry Standard, ITE has sufficient data for the PM peak hour to make a reasoned trip generation projection. Greg documented the site as generated less than 30 net new PM peak hour trips that is the typical City threshold for further review. Greg also conducted an operational review of the access that showed it will operate satisfactorily.

The attached Architectural cover, the retail space is 1,158 SF (note: the basement will remain unoccupied, since state regulations will require all business in the existing first floor) and I see eight parking stalls including one accessible as being depicted.

JTE, Inc. has conducted a number of reports for Marijuana Stores in the past several years. Prior to the 10th Edition of the Trip Generation traffic data for this use was limited. A comparable type use is Specialty Retail that a number of Agencies concurred to. Regarding parking no ITE data exists, however, limited data for a Liquor Store, a comparable LUC, does exist. This LUC data peak parking at 2.98 vehicles per 1,000 sf, thus four stalls are needed (3.45). The parking is turnover type use with short duration use by customers.

Regarding facility Trip Generation, ITE data exists with 12 data points. I had data collected at a couple of stores in Bellevue last year, results below:

- **Belmar Bellevue – 613 116th Ave. NE. 2,895 sf with a TG rate of 26.25 PMPHT's/1000 sf**

- Novel Tree – 1817 130th Ave. NE. 2,400 sf with a TG rate of 31.25 PMPHT's/1,000 sf, pass-by rate of 29.3%

The average TG rate of the two sites is 28.75 PMPHT's/1,000 sf and accounting for the fact there will be pass-by traffic type traffic, and using the typical 25% for retail use (actual data indicated 29.3%), yields an effective TG rate of 21.6 net new PMPHT's/1,000 sf. The ITE TG rate is 21.83!

Another factor is that these facilities are still relatively new with few options for customers. As more stores become available and the newness factor goes away the TG rate for this use is likely to trend down!

Summarizing:

I have reviewed Greg Heath's report for the Green Grotto and find that it meets Industry Standards. ITE data for the use is appropriate to use, JTE Inc collected data also documented that the use also includes clients that swing in/out on their way to another destination; aka pass-by trips. Further, there is still are limited options and a newness factor that result in higher trip generation data at this time that is trending down. The ITE data and JTE Inc data (factored for pass-by) show similar traffic generation.

I also inspected site parking. ITE data for a comparable LUC, Liquor Store, projects peak parking at four stalls. The site plan depicts eight that are sufficient.

Based on my review the City has appropriate Traffic Documentation, consistent with Industry Standard, for the project and no further traffic review/study should be needed.

Contact me with any questions.

Thank you

Mark J Jacobs, PE, PTOE
JAKE TRAFFIC ENGINEERING, INC
2614 39th Ave. SW
Seattle, WA 98116 – 2503
206.762.1978 o
206.799.5692 c

Issaquah, Washington
JTE18105M

Issaquah Cannabis Company
Trip Generation Study

Thursday, September 13th, 2018
16:00-18:00PM
Collected By: Traffic Count Consultants, Inc.

TIME	INBOUND	OUTBOUND
16:00PM	14	19
16:15PM	19	12
16:30PM	18	19
16:45PM	11	15
17:00PM	13	16
17:15PM	15	15
17:30PM	5	13
17:45PM	22	10
TOTAL	117	119

Parked / Trips

9 / 33
16 / 31
15 / 37
11 / 26
8 / 29
8 / 30
0 / 18
12 / 32

-103
-109

NOTES: There is a total of 20 parking stalls in the lot.
There was 14 vehicles parked in the lot @ 15:59PM.
There was 12 vehicles parked in the lot @ 18:00PM.

2,607 sf

~40

PM Street Peak 1645-1745
39.51

PM Street Peak 1700-1800
41.81

→ 85th Percent Parking 5.75 per 1,000 sf
→ 100th Percent Parking 6.14 per 1,000 sf

Prepared for: **City of Issaquah**

Traffic Count Consultants, Inc.

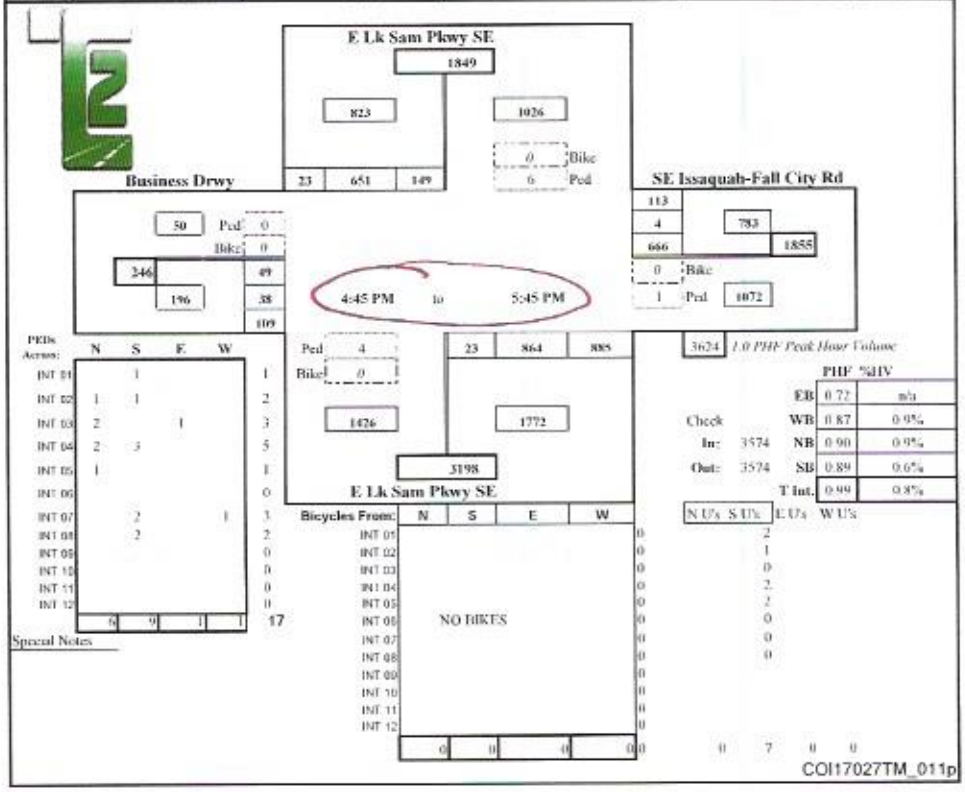
Phone (253) 926-6009 FAX (253) 922-7211 E-Mail Team@TC2inc.com

WBE/DBE

Intersection: E Lake Sammamish Pkwy SE & SE Issaquah-Fall City Rd **Date of Count:** Tues 3/21/2017

Location: Issaquah, Washington **Checked By:** Jess

Time Interval	From North on (SB) E Lk Sam Pkwy SE				From South on (NB) E Lk Sam Pkwy SE				From East on (WB) SE Issaquah-Fall City Rd				From West on (EB) Business Drwy				Interval Total
Ending at	T	L	S	R	T	L	S	R	T	L	S	R	T	L	S	R	
4:45 P	5	36	163	5	2	7	188	172	1	163	1	22	0	14	5	27	803
5:00 P	2	31	192	8	4	8	206	204	4	181	4	29	0	6	8	22	899
5:15 P	0	45	174	4	3	6	231	197	2	157	0	24	0	17	10	41	906
5:30 P	2	36	144	9	5	4	188	237	0	190	0	35	0	15	12	30	900
5:45 P	1	37	141	2	4	5	239	247	1	138	0	25	0	11	8	16	869
6:00 P	2	39	129	4	6	4	235	241	1	135	1	18	0	9	7	16	838
6:15 P	4	43	115	4	28	3	233	238	2	132	0	15	0	9	4	14	810
6:30 P	3	46	121	6	8	4	236	231	3	127	1	16	0	7	2	31	808
6:45 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Survey	19	313	1179	42	60	41	1756	1767	14	1223	7	184	0	88	56	177	6833
Peak Hour							4:45 PM		to		5:45 PM						
Total	5	149	651	23	16	23	864	885	7	666	4	113	0	49	38	109	3574
Approach			823				1772				783				196		3574
%HV			0.6%				0.0%				0.9%				n/a		0.8%
PHF			0.89				0.90				0.87				0.72		0.99



COI17027TM_011p

Prepared for: **City of Issaquah**

Traffic Count Consultants, Inc.

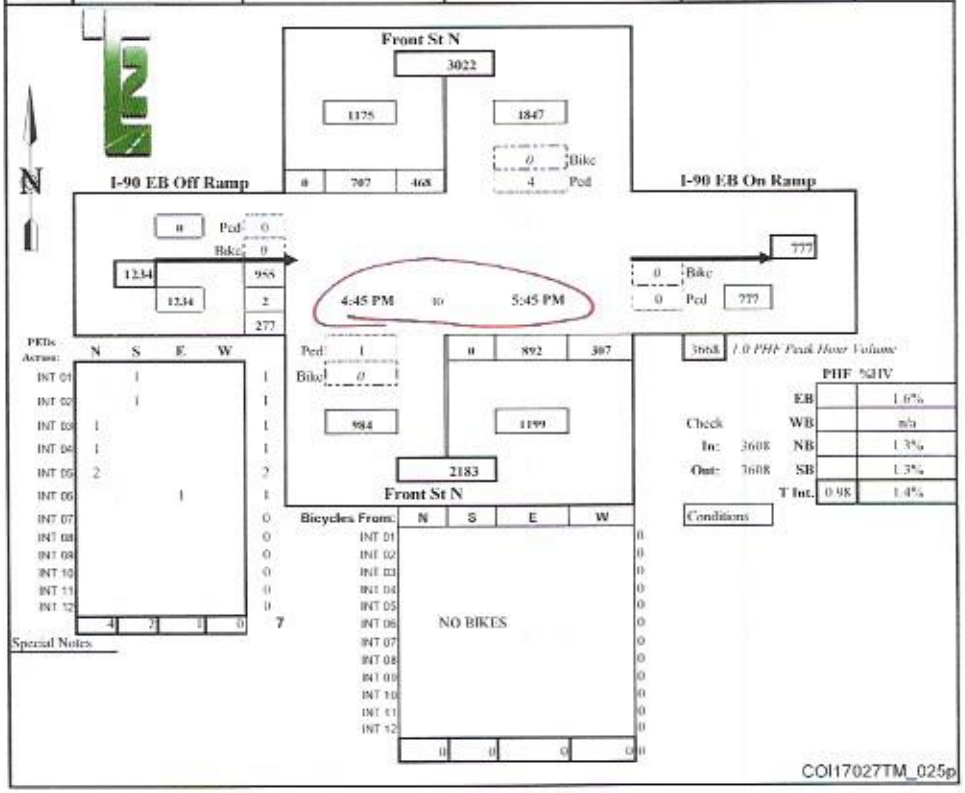
Phone (253) 926-6009 FAX (253) 922-7211 E-Mail: Teamtc@TC2inc.com

WBE/DBE:

Intersection: Front St N & I-90 EB Ramps
Location: Issaquah, Washington

Date of Count: Tues 3/21/2017
Checked By: Jess

Time Interval Ending at	From North on (SB) Front St N				From South on (NB) Front St N				From East on (WB) I-90 EB On Ramp				From West on (EB) I-90 EB Off Ramp				Interval Total
	T	L	S	R	T	L	S	R	T	L	S	R	T	L	S	R	
4:45 P	4	100	179	0	0	0	184	83	0	0	0	0	3	249	0	67	862
5:00 P	7	133	186	0	4	0	208	76	0	0	0	0	2	226	1	66	896
5:15 P	4	121	170	0	2	0	230	70	0	0	0	0	7	232	1	64	888
5:30 P	0	118	185	0	6	0	210	75	0	0	0	0	5	264	0	65	917
5:45 P	4	96	166	0	4	0	244	86	0	0	0	0	6	233	0	82	907
6:00 P	1	92	182	0	3	0	165	61	0	0	0	0	0	288	0	60	850
6:15 P	3	96	162	0	2	0	238	71	0	0	0	0	3	231	0	74	872
6:30 P	5	101	160	0	4	0	202	58	0	0	0	0	2	269	0	74	864
6:45 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Survey	28	857	1390	0	25	0	1681	582	0	0	0	0	28	1992	2	552	7056
Peak Hour	4:45 PM to 5:45 PM																
Total	15	468	707	0	16	0	892	307	0	0	0	0	20	955	2	277	3608
Approach	1175				1199				0				1234				3608
%HV	1.3%				1.3%				n/a				1.0%				1.4%
PHF	0.92				0.91				n/a				0.94				0.98



COI17027TM_025p

Prepared for: **City of Issaquah**

Traffic Count Consultants, Inc.

Phone (253) 926-6009 FAX (253) 922-7211 E-Mail Teams@TC2inc.com

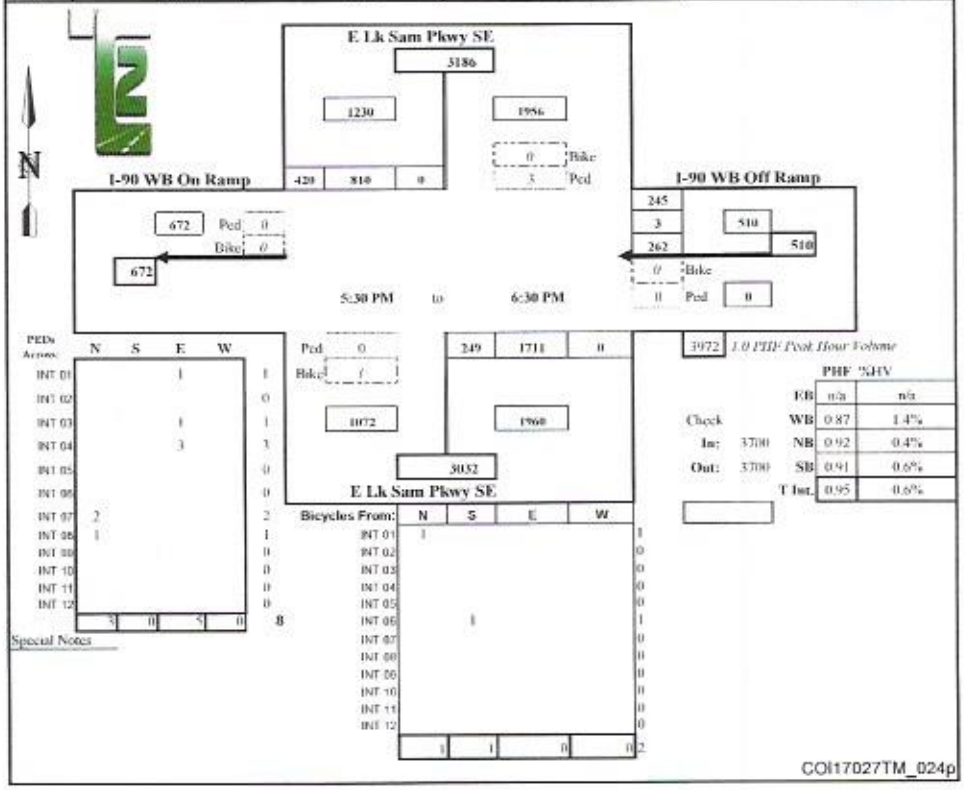
WBE/DBE

Intersection: E Lake Sammamish Pkwy SE & I-90 WB Ramps
Location: Issaquah, Washington

Date of Count: Tues 3/21/2017
Checked By: Jess

Time Interval	From North on (SB) E Lk Sam Pkwy SE				From South on (NB) E Lk Sam Pkwy SE				From East on (WB) I-90 WB Off Ramp				From West on (EB) I-90 WB On Ramp				Interval Total
Ending at	T	L	S	R	T	L	S	R	T	L	S	R	T	L	S	R	
4:45 P	3	0	262	164	0	47	374	0	2	71	0	69	0	0	0	0	987
5:00 P	0	0	231	137	0	55	433	0	2	83	0	54	0	0	0	0	993
5:15 P	0	0	231	135	1	67	340	0	0	64	0	51	0	0	0	0	888
5:30 P	0	0	167	137	3	72	331	0	0	67	0	21	0	0	0	0	795
5:45 P	0	0	216	103	3	64	433	0	3	82	2	62	0	0	0	0	962
6:00 P	1	0	189	123	0	59	409	0	1	71	0	72	0	0	0	0	923
6:15 P	0	0	169	92	2	58	404	0	2	68	1	51	0	0	0	0	843
6:30 P	6	0	236	102	3	68	465	0	1	41	0	60	0	0	0	0	972
6:45 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Survey	10	0	1701	993	12	490	3189	0	11	547	3	440	0	0	0	0	7363
Peak Hour: 5:30 PM to 6:30 PM																	
Total	7	0	810	420	8	249	1711	0	7	262	3	245	0	0	0	0	3700
Approach	1230				1968				510				0				3700
%HV	0.6%				0.4%				1.4%				n/a				0.6%
PHF	0.91				0.92				0.87				n/a				0.95

1645-1745



COI17027TM_024p

Prepared for: **City of Issaquah**

Traffic Count Consultants, Inc.

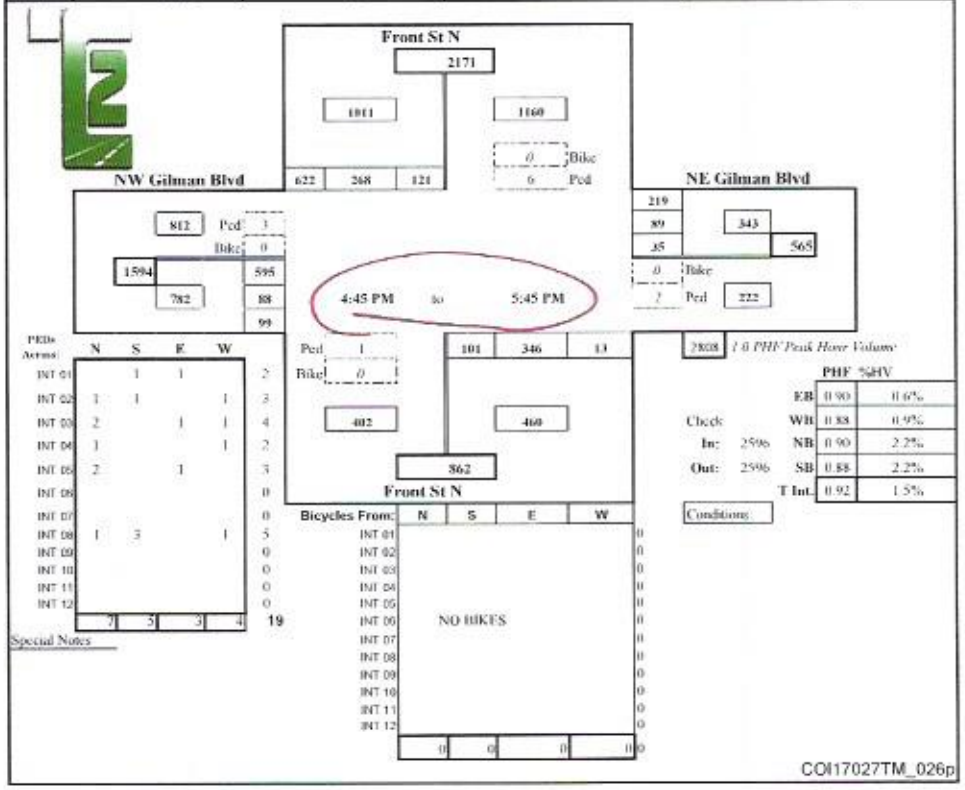
Phone: (253) 926-6009 FAX: (253) 922-7211 E-Mail: Teams@TC2inc.com

WBE/DBE

Intersection: Front St N & NE/NW Gilman Blvd
Location: Issaquah, Washington

Date of Count: Tues 3/21/2017
Checked By: Jess

Time Interval	From North on (SB) Front St N				From South on (NB) Front St N				From East on (WB) NE Gilman Blvd				From West on (EB) NW Gilman Blvd				Interval Total
Ending at	T	L	S	R	T	L	S	R	T	L	S	R	T	L	S	R	
4:45 P	5	28	26	203	0	23	85	3	0	3	16	28	0	144	23	16	598
5:00 P	6	42	64	181	2	29	92	7	1	8	28	62	1	140	28	21	702
5:15 P	5	24	55	152	2	27	90	3	1	13	39	62	1	142	38	25	638
5:30 P	5	31	70	164	4	19	77	2	1	6	29	53	2	147	16	27	641
5:45 P	6	24	79	125	2	26	87	1	0	8	13	42	1	166	26	26	623
6:00 P	2	33	106	118	4	19	102	4	2	5	16	37	2	107	14	21	582
6:15 P	4	15	105	98	2	17	81	1	1	5	17	51	0	156	5	21	572
6:30 P	2	17	129	97	4	25	95	4	1	6	10	24	2	140	8	29	584
6:45 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Survey	35	214	634	1138	20	185	709	25	7	54	148	359	9	1142	138	186	4932
Peak Hour:	4:45 PM				to	5:45 PM											
Total	22	121	268	622	10	101	346	13	3	35	89	219	5	595	88	99	2596
Approach	1031				460				343				782				2596
%HV	2.2%				2.2%				0.9%				0.8%				1.5%
PHF	0.88				0.90				0.88				0.90				0.92



COI17027TM_026p

Prepared for **City of Issaquah**

Traffic Count Consultants, Inc.

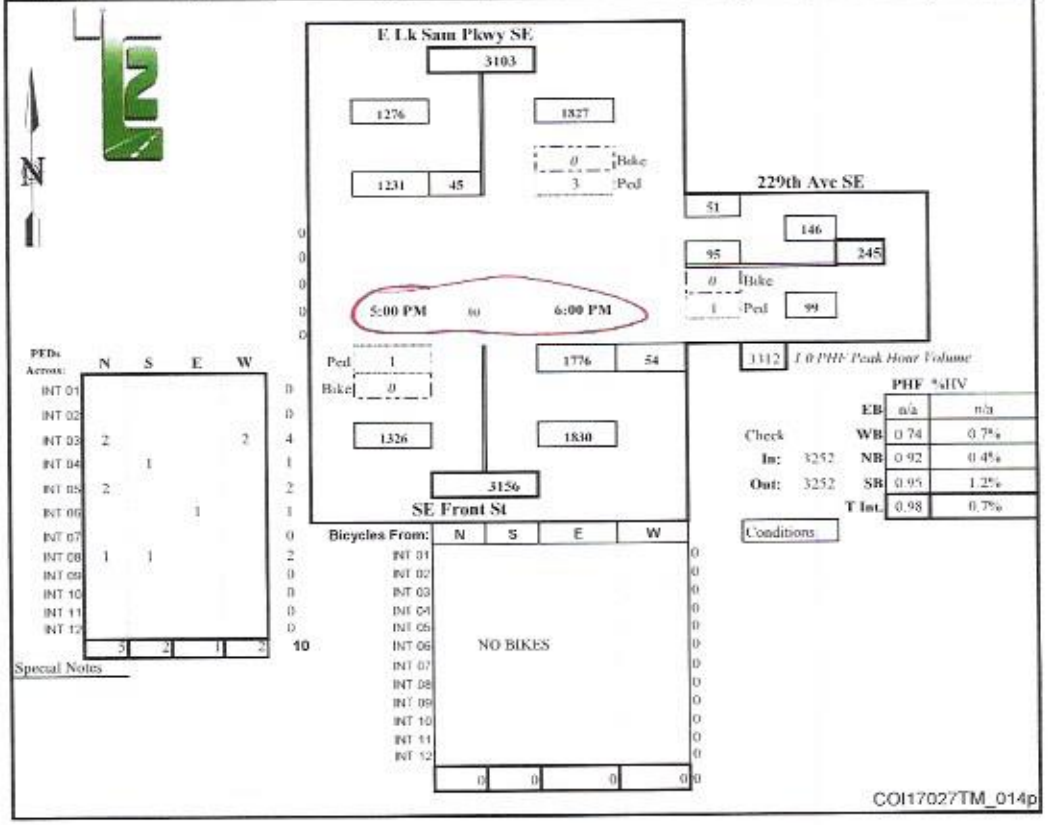
Phone (253) 926-6009 FAX (253) 922-7211 E-Mail: Team@TC2inc.com

WBL/DBL

Intersection: E Lake Sammamish Pkwy SE/SE Front St & 229th Ave SE
Location: Issaquah, Washington

Date of Count: Wed 3/22/2017
Checked By: Jess

Time Interval Ending at	From North on (SB) E Lk Sam Pkwy SE				From South on (NB) SE Front St				From East on (WB) 229th Ave SE				From West on (EB) 0				Interval Total
	T	L	S	R	T	L	S	R	T	L	S	R	T	L	S	R	
4:15 P	9	9	334	0	7	0	382	20	3	25	0	18	0	0	0	0	788
4:30 P	5	12	347	0	5	0	376	13	0	16	0	12	0	0	0	0	776
4:45 P	5	9	313	0	4	0	401	14	0	15	0	12	0	0	0	0	764
5:00 P	2	12	324	0	7	0	410	15	1	24	0	16	0	0	0	0	801
5:15 P	7	13	324	0	1	0	426	20	0	25	0	13	0	0	0	0	819
5:30 P	4	17	310	0	1	0	408	10	0	29	0	20	0	0	0	0	794
5:45 P	3	8	292	0	3	0	481	16	1	24	0	7	0	0	0	0	828
6:00 P	1	7	305	0	3	0	461	8	0	19	0	11	0	0	0	0	811
6:15 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Survey	36	87	2549	0	31	0	3345	116	5	175	0	109	0	0	0	0	6381
Peak Hour: 5:00 PM to 6:00 PM																	
Total	15	45	1231	0	8	0	1776	54	1	95	0	51	0	0	0	0	3252
Approach	1276				1830				146				0				3252
%HV	1.2%				0.4%				0.7%				n/a				0.7%
PHF	0.95				0.92				0.74				n/a				0.98



COI17027TM_014p


Write a description for your map
1817 130th Ave NE
Novel Tree
Novel Tree
1817 130th Ave NE
N

1817 130th Ave NE
Bellevue, Washington
JTE17140M - Novel Tree

Novel Tree
Trip Generation Study

Thursday, November 16th 2017
16:00-18:00
Collected By: Traffic Count Consultants, Inc.

TIME	Pedestrian Walk-Ups (No Car)		Driveway		Novel Tree Customers from Parked Cars		Pass-by Stops		World Cup Service Center	
	IN	OUT	IN	OUT	IN	OUT	Right In/Out	Left In/Out	IN	OUT
16:00	0	1	9	19	5	13	1	3	1	2
16:15	0	0	15	6	10	1	0	0	0	0
16:30	3	4	10	16	9	16	6	3	1	1
16:45	1	1	1	14	8	10	2	4	0	0
17:00	1	0	8	8	9	5	1	1	0	0
17:15	1	2	9	10	(33)	11 (42)	2 (1)	3 (1)	4	3
17:30	0	1	11	8	10	4	2	4	2	1
17:45	1	0	5	10	5	11	1	2	0	1
TOTAL:	7	9	68	91	63	71	15	20	8	8

NOTES: Store sells both product and paraphernalia/accessories.

Parking lot was completely full @ 16:30.

(42)

$75 / 2{,}400 = 31.25$ PM PT / 1,000 sf

$\frac{22}{75} = 29.3\%$ pass-by

Prepared for: **Jake Traffic Engineering, Inc.**

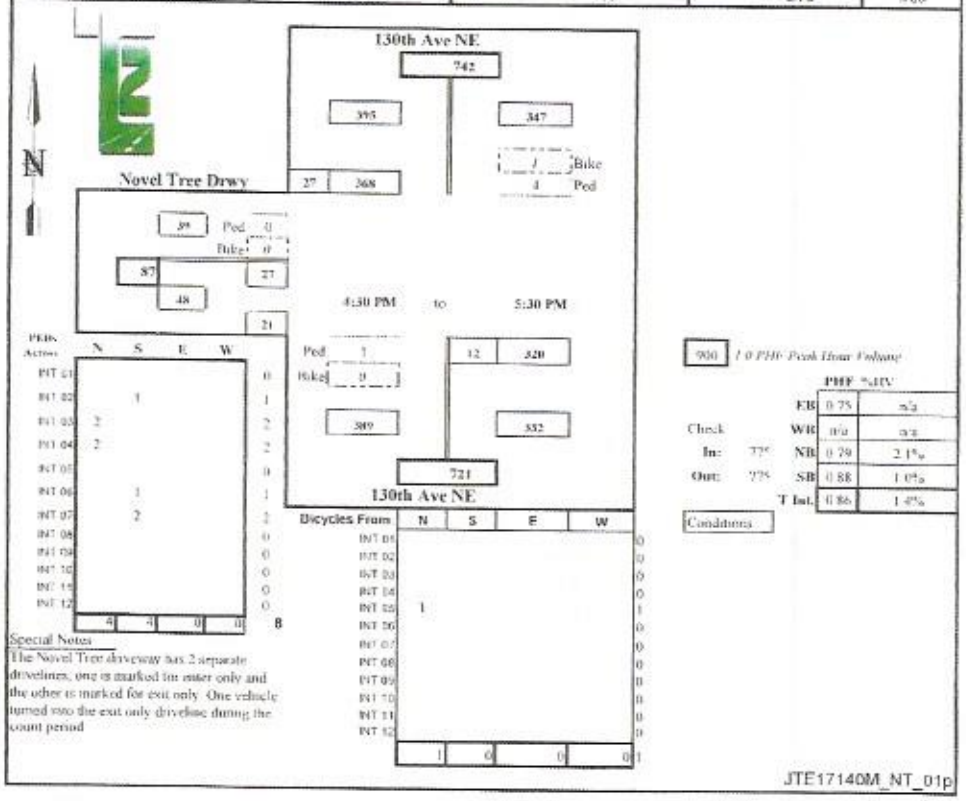
Traffic Count Consultants, Inc.

Phone: (253) 926-6049 FAX: (253) 922-7211 E-Mail: Team@TC2inc.com

WBE/DBE

Intersection: 130th Ave NE & Novel Tree Drwy
Location: Bellevue, Washington
Date of Count: Thurs 11/16/2017
Checked By: Jess

Time Interval Ending at	From North on (SB) 130th Ave NE				From South on (NB) 130th Ave NE				From East on (WB) 0				From West on (EB) Novel Tree Drwy				Interval Total
	T	L	S	R	T	L	S	R	T	L	S	R	T	L	S	R	
4:15 P	2	0	95	4	0	5	76	0	0	0	0	0	0	10	0	3	199
4:30 P	1	0	74	11	1	4	68	0	0	0	0	0	0	5	0	1	163
4:45 P	0	0	101	6	3	4	71	0	0	0	0	0	0	8	0	8	198
5:00 P	1	0	77	9	1	3	59	0	0	0	0	0	0	8	0	6	172
5:15 P	2	0	108	4	2	4	101	0	0	0	0	0	0	4	0	4	225
5:30 P	1	0	82	4	1	1	79	0	0	0	0	0	0	7	0	3	180
5:45 P	0	0	86	6	0	5	67	0	0	0	0	0	0	5	0	3	172
6:00 P	0	0	71	5	0	0	73	0	0	0	0	0	0	8	0	2	159
6:15 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Survey	7	0	694	53	8	26	604	0	0	0	0	0	0	61	0	30	1468
Peak Hour 4:30 PM to 5:30 PM																	
Total	4	0	368	27	7	12	320	0	0	0	0	0	0	27	0	21	775
Approach	395				332				0				48				775
%HV	1.0%				2.1%				n/a				n/a				1.4%
PHF	0.88				0.79				n/a				0.75				0.86



Special Notes
The Novel Tree driveway has 2 separate driveways, one is marked for enter only and the other is marked for exit only. One vehicle turned into the exit only driveway during the count period

JTE17140M_NT_01p


Write a description for your map
1817 130th Ave NE
Novel Tree
Belmar Bellevue
614 116th Ave NE
Google Earth
N

614 116th Ave NE
Bellevue, Washington
JTE17140M - BelMar Bellevue

BelMar Bellevue
Trip Generation Study

Thursday, November 16th 2017
16:00-18:00
Collected By: Traffic Count Consultants, Inc.

TIME	Pedestrian Walk-Ups (No Car)		Driveway		BelMar Bellevue Customers (Drive-Up)		Methaphonic Auto Lab	
	IN	OUT	IN	OUT	IN	OUT	IN	OUT
16:00	6	10	13	15	9	15	4	0
16:15	2	1	11	11	11	10	0	1
16:30	2	2	24	24	12	8	12	16
16:45	4	3	8	8	4 (35)	7 (40)	4	1
17:00	6	4	15	8	10	11	5	0
17:15	5	4	16	13	12	11	2	2
17:30	6	2	7	12	9	9	0	3
17:45	3	4	17	16	11	10	6	6
TOTAL:	**34**	**30**	**111**	**107**	**78**	**81**	33	29

NOTES: Store sells both product and paraphernalia/accessories. Vehicles were making u-turns in roadway in the vicinity of the project site. Vehicles were using the driveway to turn around in. Vehicles were dropping people off on the road-side at the drivelines then leaving in same direction they were headed.

76 / 2,895 = 26.25 PRIPHTS / 1,000 SF

Prepared for: **Jake Traffic Engineering, Inc.**

Traffic Count Consultants, Inc.

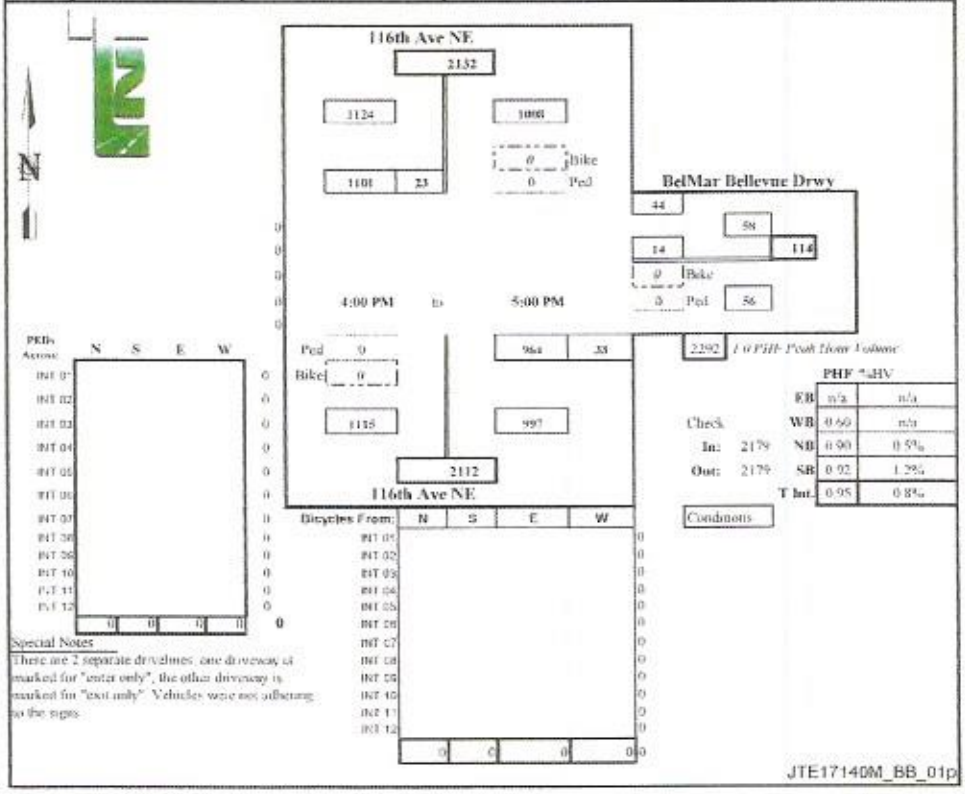
Phone: (253) 926-6069 FAX: (253) 922-7211 E-Mail: Teenage@TCCinc.com

WBE/DBE

Intersection: 116th Ave NE & BelMar Bellevue Drwy **Date of Count:** Thurs 10/16/2017

Location: Bellevue, Washington **Checked By:** Jess

Time Interval Ending at	From North on (SB) 116th Ave NE				From South on (NB) 116th Ave NE				From East on (WB) BelMar Bellevue Drwy				From West on (EB) 0				Interval Total
	T	L	S	R	T	L	S	R	T	L	S	R	T	L	S	R	
4:15 P	4	5	298	0	2	0	246	7	0	3	0	12	0	0	0	0	577
4:30 P	5	4	266	0	1	0	251	7	0	1	0	10	0	0	0	0	539
4:45 P	3	12	261	0	0	0	264	12	0	8	0	16	0	0	0	0	571
5:00 P	1	1	276	0	2	0	203	7	0	2	0	6	0	0	0	0	498
5:15 P	0	6	282	0	0	0	215	9	0	1	0	7	0	0	0	0	523
5:30 P	6	9	308	0	0	0	212	7	0	2	0	11	0	0	0	0	549
5:45 P	0	4	243	0	4	0	235	3	0	5	0	7	0	0	0	0	497
6:00 P	3	9	262	0	1	0	241	8	0	5	0	11	0	0	0	0	536
6:15 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Survey	22	51	2196	0	12	0	1870	60	0	27	0	80	0	0	0	0	4263
Peak Hour: 4:00 PM to 5:00 PM																	
Total	13	24	1101	0	5	0	964	33	0	14	0	44	0	0	0	0	2179
Approach	1124				997				58				0				2179
%HV	1.2%				0.5%				n/a				n/a				0.8%
PHF	0.92				0.90				0.60				n/a				0.95



JTE17140M_BB_01p

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	9	5	1526	9	6	1212
Future Vol, veh/h	9	5	1526	9	6	1212
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	9	5	1606	9	6	1276

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2261	808	0	0	1615	0
Stage 1	1611	-	-	-	-	-
Stage 2	650	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	36	328	-	-	409	-
Stage 1	152	-	-	-	-	-
Stage 2	487	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	35	328	-	-	409	-
Mov Cap-2 Maneuver	137	-	-	-	-	-
Stage 1	150	-	-	-	-	-
Stage 2	487	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	27.7	0	0.1
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	173	409	-
HCM Lane V/C Ratio	-	-	0.085	0.015	-
HCM Control Delay (s)	-	-	27.7	13.9	-
HCM Lane LOS	-	-	D	B	-
HCM 95th %tile Q(veh)	-	-	0.3	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	14	11	1526	14	11	1212
Future Vol, veh/h	14	11	1526	14	11	1212
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	15	12	1606	15	12	1276

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2276	811	0	0	1621	0
Stage 1	1614	-	-	-	-	-
Stage 2	662	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	35	327	-	-	407	-
Stage 1	151	-	-	-	-	-
Stage 2	480	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	34	327	-	-	407	-
Mov Cap-2 Maneuver	134	-	-	-	-	-
Stage 1	147	-	-	-	-	-
Stage 2	480	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	28.2	0	0.1
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	181	407	-
HCM Lane V/C Ratio	-	-	0.145	0.028	-
HCM Control Delay (s)	-	-	28.2	14.1	-
HCM Lane LOS	-	-	D	B	-
HCM 95th %tile Q(veh)	-	-	0.5	0.1	-

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	14	11	1526	14	11	1212
Future Vol, veh/h	14	11	1526	14	11	1212
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	16	13	1767	16	13	1403

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2503	892	0	0	1783	0
Stage 1	1775	-	-	-	-	-
Stage 2	728	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	24	289	-	-	353	-
Stage 1	124	-	-	-	-	-
Stage 2	444	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	23	289	-	-	353	-
Mov Cap-2 Maneuver	109	-	-	-	-	-
Stage 1	119	-	-	-	-	-
Stage 2	444	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	34.7	0	0.1
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	150	353	-
HCM Lane V/C Ratio	-	-	0.193	0.036	-
HCM Control Delay (s)	-	-	34.7	15.6	-
HCM Lane LOS	-	-	D	C	-
HCM 95th %tile Q(veh)	-	-	0.7	0.1	-

(http://www.wsdot.wa.gov)

Summary Reports - Total Crashes by Year

Report Year: 2017
Report Location: City of Issaquah
Report Jurisdiction: All Roads

Under 23 U.S. Code 148 and 23 U.S. Code 409, safety data, reports, surveys, schedules, list complied or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such report, surveys, schedules, lists, or data.

Data Charts Notes Map Additional crash data available by clicking on map marker.

(http://www.wsdot.wa.gov)

Summary Reports - Total Crashes by Year

Report Year: 2016
Report Location: City of Issaquah
Report Jurisdiction: All Roads

Under 23 U.S. Code 148 and 23 U.S. Code 409, safety data, reports, surveys, schedules, list compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such report, surveys, schedules, lists, or data.

Data Charts Notes Map Additional crash data available by clicking on map marker.

(http://www.wsdot.wa.gov)

Summary Reports - Total Crashes by Year

Report Year: 2015
Report Location: City of Issaquah
Report Jurisdiction: All Roads

Under 23 U.S. Code 148 and 23 U.S. Code 409, safety data, reports, surveys, schedules, list complied or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such report, surveys, schedules, lists, or data.

Data Charts Notes Map Additional crash data available by clicking on map marker.

GREEN GROTTO
TRAFFIC SCOPING

City of Issaquah, WA

Prepared for: Cliff Gehrett
c/o David Fillmore
Sitts & Hill Engineers, Inc.
4815 Center Street
Tacoma, WA 98409

2214 Tacoma Road Puyallup WA 98371 (253) 770 1401 Fax (253) 770 1473 heathtraffic.com

GREEN GROTTO
TRAFFIC IMPACT ANALYSIS

I. INTRODUCTION

The scoping is to provide the city of Issaquah with traffic information to determine whether additional analysis is required. Appendix A of the Transportation Impact Guidelines provides guidance as to the information needed by the city to make their determination.

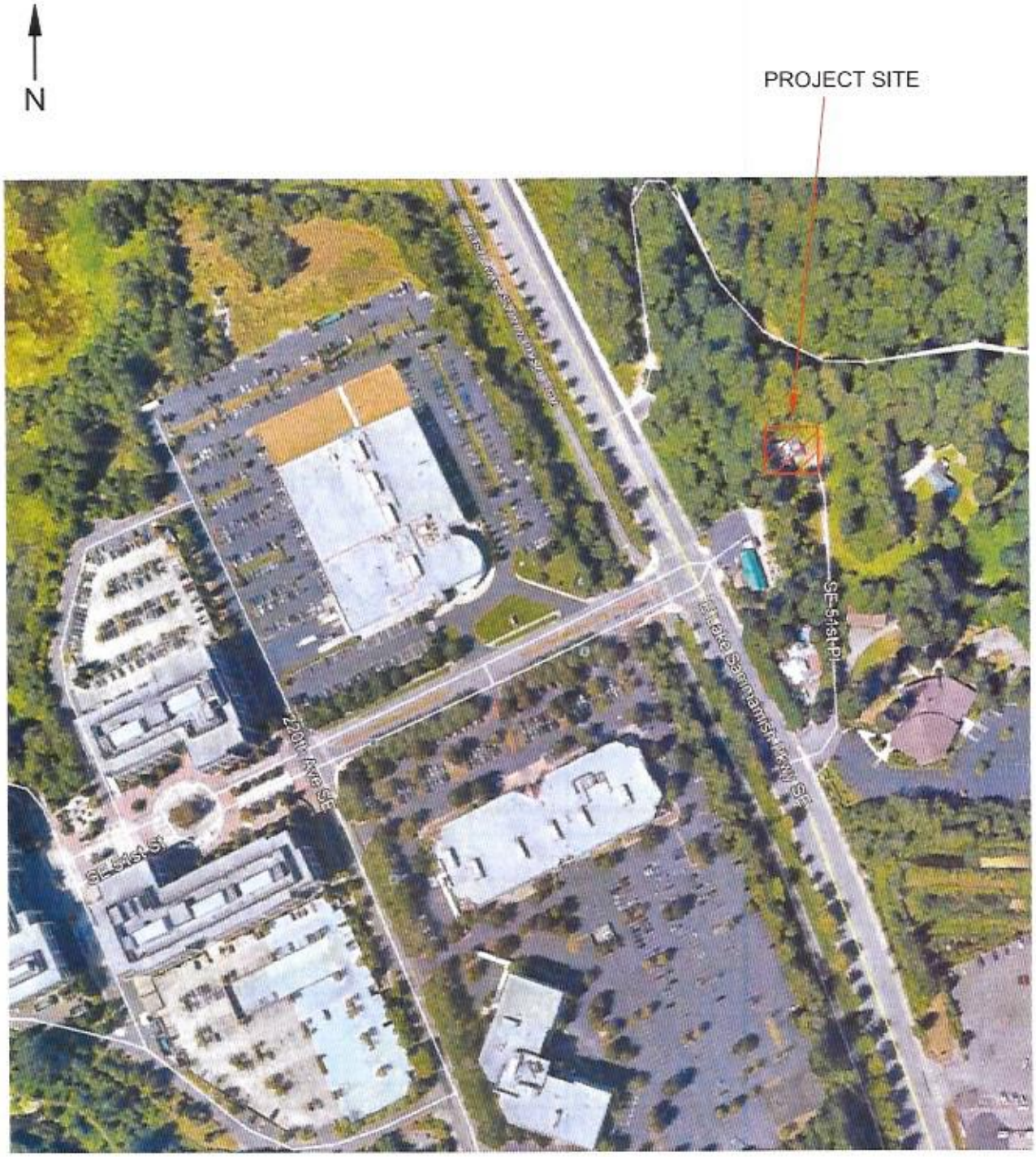
II. PROJECT DESCRIPTION

The Green Grotto project proposes to repurpose an existing structure containing 2,304 square feet which includes a basement and first story of 1,152 square feet per floor. Given regulations of the state, the only occupancy of this building by the business is the 1,152 square feet associated with the upper floor. The basement would remain unoccupied.

The intent clientele of this particular site is to provide for medical distribution of marijuana products and is not intended for retail sales based on discussion with the client.

The project is located on the east side of East Lake Sammamish Parkway SE with access via SE 51st Place. The site is located on tax parcel number 2124069062 in the City of Issaquah. The address is listed Access to the site will be provided by a the existing driveway onto SE 51st Place with eventual access to East Lake Sammamish Parkway SE. The immediate area surrounding the site is a mix of residential, commercial and a church. Buildout and occupancy of the project is expected within the next year.

Figure 1 shows the project location and surrounding arterials. The proposed site plan showing the overall building configuration and points of access is given in Figure 2.



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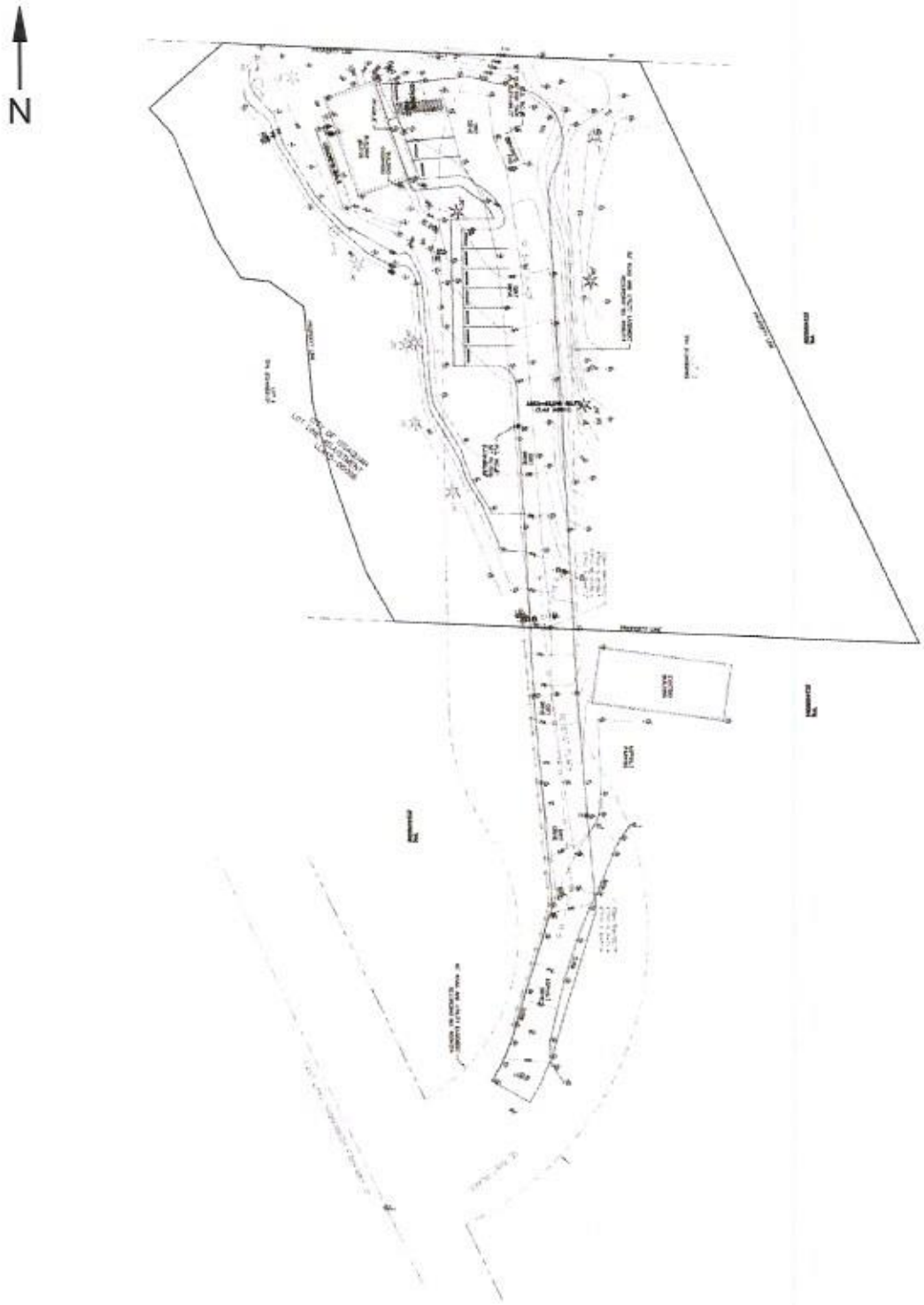
TRAFFIC AND CIVIL ENGINEERING

GREEN GROTTO

VICINITY MAP & ROADWAY SYSTEM
FIGURE 1



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GREEN GROTTO

SITE PLAN
FIGURE 2

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III. TRAFFIC INFORMATION

A. Surrounding Arterials

The main road servicing the project is East Lake Sammamish Parkway. The roadway is a generally north-south city arterial located just west of the project. The posted speed limit in the vicinity of the project is 40 mph, and pavement surfacing consists of asphalt with curb, gutter and sidewalks and a walking/bicycle trail located on the west side. Lane widths are generally 12 feet. Grades are generally flat. The roadway has two lanes of travel in each direction with a two way left turn lane across the SE 51st Place connection.

B. Peak Hour Volumes

Field data for the project was recently collected in March 2018 and is attached as information for the city review. The PM peak hour traffic count were taken during the evening peak period between the hours of 4 PM and 6 PM at the intersection of SE 51st Place and East Lake Sammamish Parkway SE. Shown in Figure 3 is the PM peak hour at the intersection. Turning movement data can be found in the appendix. The turning movements indicated activity outbound form the roadway near 4 PM but little activity during the intersection peak hour which occurred later.

C. Trip Generation

This use was recently added to the ITE Trip Generation 10th Edition under Marijuana Dispensary (LUC 882). Excerpts from the ITE Trip Generation Manual are attached. Table 1 shows the Average Weekday Daily Trips (AWDT), AM peak hour trips, and PM trip generation volumes for the proposed total 1,152 square feet of occupied space.

TABLE 1

Project Trip Generation – 1,152 sf LUC 882

Time Period	*Volume*
AWDT	291 vpd
AM Peak Inbound	7 vph
AM Peak Outbound	5 vph
AM Peak Total	12 vph
PM Peak Inbound	13 vph
PM Peak Outbound	12 vph
PM Peak Total	25 vph

Based on the city of Issaquah Transportation Impact Analysis Guidelines a TIA is generally required if a proposed development adds 30 or more peak trips to the transportation system. The projected trip generation for this site anticipates 25 trips in the PM peak hour and 12 trips during the AM peak hour.

D. Distribution & Assignment

Trip distribution describes the process by which project generated trips are expected to disperse to the adjacent street. The trips generated by the project are expected to follow the general trip pattern as shown in Figure 3 which reflects the adjacent street pattern.

E. 2018 Level of Service

In order to determine the effect of project traffic on the SE 51st Place access to East Lake Sammamish Parkway, a level of service analysis was performed by adding project traffic to the manual count data. The results are attached to the appendix and the congestion levels expected with trips from the project added would be at LOS D for westbound traffic emanating from SE 51st Place. The total peak hour volume to and from SE 51st Place is 15 inbound and 14 outbound including Green Grotto traffic.

East Lake Sammamish Parkway SE has a two way left turn lane allowing for a two-step merge maneuver into southbound traffic from SE 51st Place. In addition, signals along the Parkway at both SE 51st Street and SE 56th Street create regular gaps in Parkway traffic.

IV. CONCLUSIONS

The trip generation for the project does not exceed the 30 trip threshold generally established by the city of Issaquah.

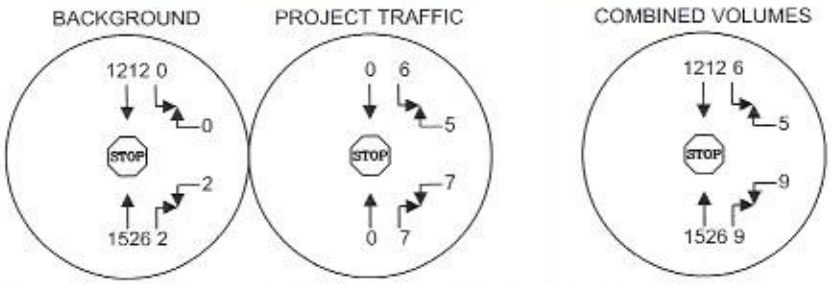
A preliminary review of LOS with traffic from the dispensary added shows that LOS D could be expected for the 14 total trips exiting SE 51st Place during the PM peak hour.

It is assumed that traffic impact fees would need to be calculated by the city of Issaquah for this new ITE use and paid prior to building permit.

E. LAKE SAMMAMISH PKWY SE & SE 51ST PLACE

N

NEW PM PEAK HOUR TRIPS
INBOUND: 13 VPH
OUTBOUND: 12 VPH



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GREEN GROTTO
2018 PM PEAK HOUR VOLUMES
FIGURE 3

GREEN GROTTO
TRAFFIC SCOPING

APPENDIX

Marijuana Dispensary
(882)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

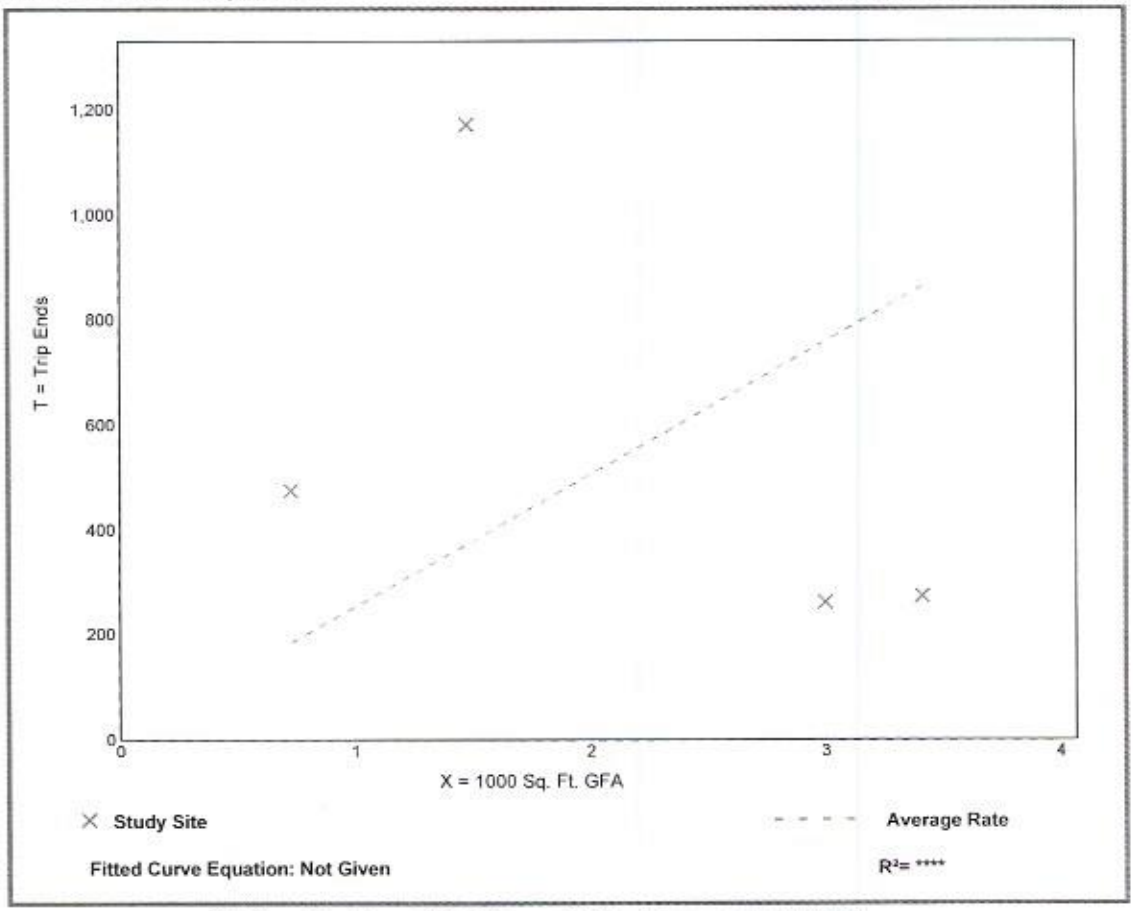
Setting/Location: General Urban/Suburban
Number of Studies: 4
Avg. 1000 Sq. Ft. GFA: 2
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
252.70	79.74 - 791.22	336.11

Data Plot and Equation

Caution – Small Sample Size



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Marijuana Dispensary
(882)

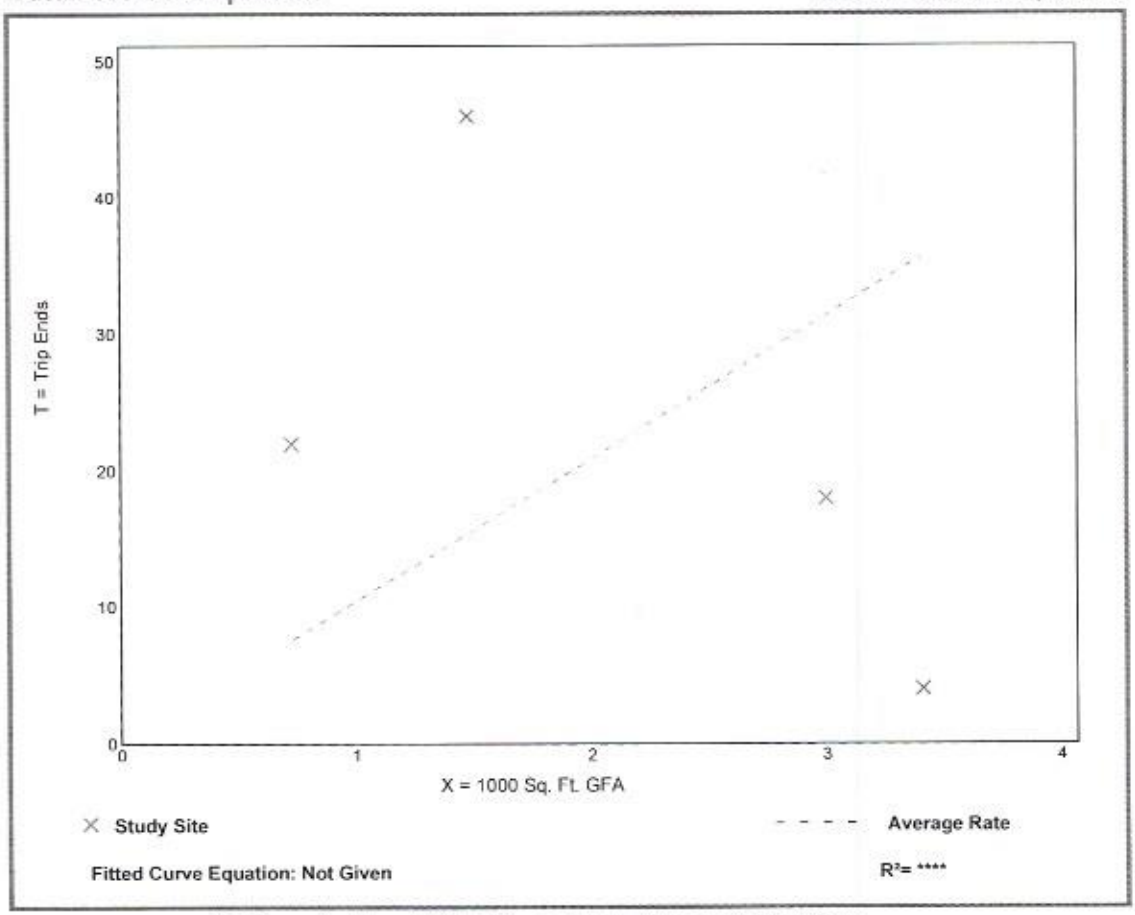
Vehicle Trip Ends vs:	1000 Sq. Ft. GFA
On a:	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.
Setting/Location:	General Urban/Suburban
Number of Studies:	4
Avg. 1000 Sq. Ft. GFA:	2
Directional Distribution:	56% entering, 44% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
10.44	1.17 - 31.08	14.00

Data Plot and Equation

Caution – Small Sample Size



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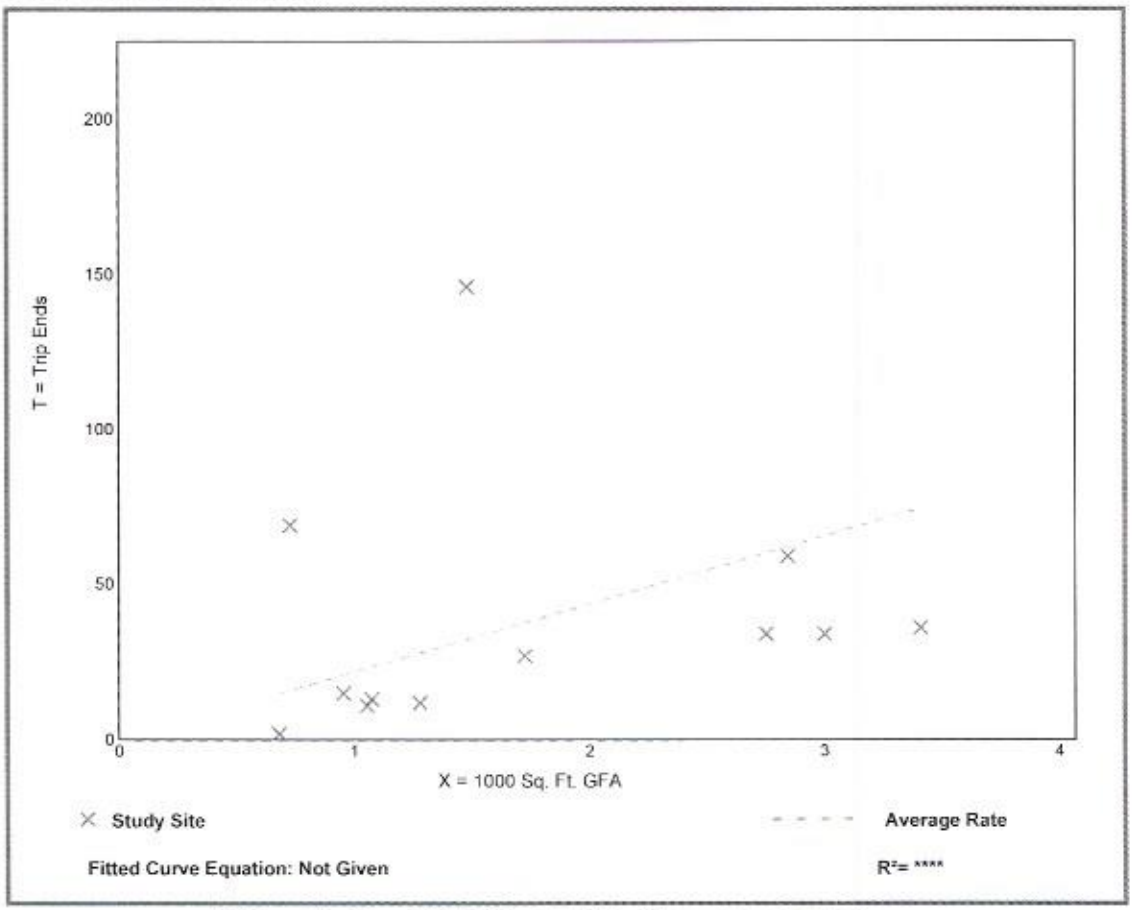
Marijuana Dispensary
(882)

Vehicle Trip Ends vs:	1000 Sq. Ft. GFA
On a:	Weekday,
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	General Urban/Suburban
Number of Studies:	12
Avg. 1000 Sq. Ft. GFA:	2
Directional Distribution	50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
21.83	2.94 - 98.65	27.36

Data Plot and Equation



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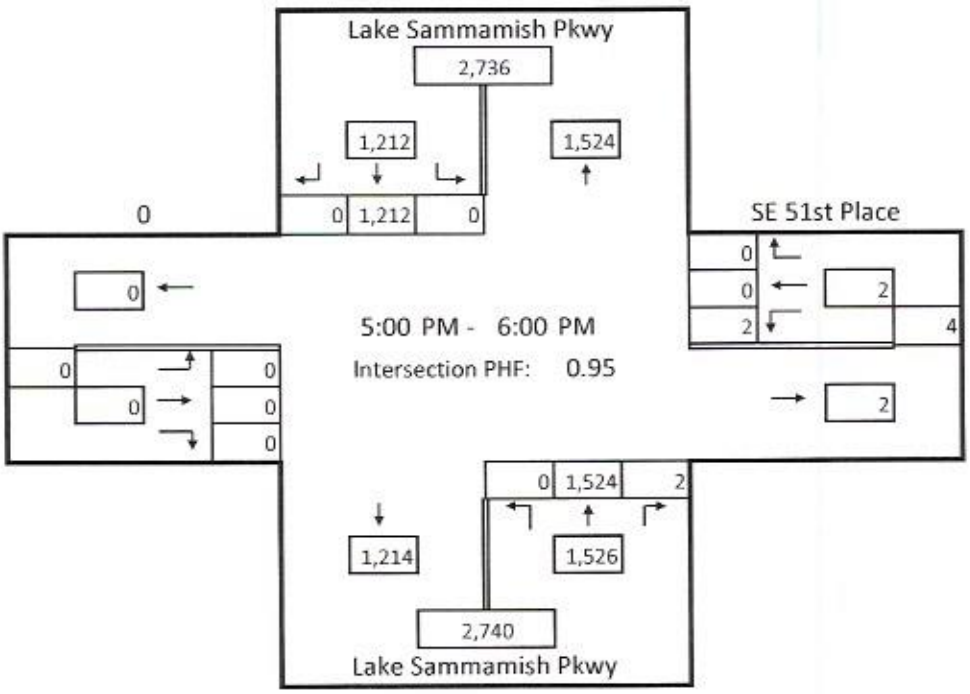
Heath & Associates, Inc.
2214 Tacoma Road
Puyallup, WA 98371

Project Name: **Green Grotto**
Intersection: E. Lake Sammamish Pkwy SE & SE 51st Place — Date of Count: 3/7/2018
Jurisdiction: Issaquah — Project Number: 4058

Time Period	Soutbound E. Lake Sammamish Pkwy SE				Westbound SE 51st Place				Northbound E. Lake Sammamish Pkwy SE				Eastbound				
	HV	R	T	L	HV	R	T	L	HV	R	T	L	HV	R	T	L	Total
4:00 PM	1	0	295	0	0	3	0	6	0	0	310	0	0	0	0	0	614
4:15 PM	2	0	296	0	0	0	0	1	2	0	315	0	0	0	0	0	612
4:30 PM	2	0	327	0	0	0	0	1	0	1	354	0	0	0	0	0	683
4:45 PM	2	0	301	0	0	0	0	1	3	0	350	0	0	0	0	0	652
5:00 PM	3	0	297	0	0	0	0	1	1	0	387	0	0	0	0	0	685
5:15 PM	1	0	316	0	0	0	0	0	0	2	400	0	0	0	0	0	718
5:30 PM	2	0	299	0	0	0	0	1	1	0	376	0	0	0	0	0	676
5:45 PM	1	0	300	0	0	0	0	0	0	0	361	0	0	0	0	0	661
Total	14	0	2,431	0	0	3	0	11	7	3	2,853	0	0	0	0	0	5,301
Peak Hour	**5:00 PM to 6:00 PM**																Total
Peak Total	7	0	1,212	0	0	0	0	2	2	2	1,524	0	0	0	0	0	2,740
Heavy Veh.	0.6%				0.0%				0.2%								
PHF	0.96				0.50				0.95								



Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	9	5	1526	9	6	1212
Future Vol, veh/h	9	5	1526	9	6	1212
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	9	5	1606	9	6	1276

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2261	808	0	0	1615	0
Stage 1	1611	-	-	-	-	-
Stage 2	650	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	36	328	-	-	409	-
Stage 1	152	-	-	-	-	-
Stage 2	487	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	35	328	-	-	409	-
Mov Cap-2 Maneuver	115	-	-	-	-	-
Stage 1	150	-	-	-	-	-
Stage 2	487	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	31.6	0	0.1
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	150	409	-
HCM Lane V/C Ratio	-	-	0.098	0.015	-
HCM Control Delay (s)	-	-	31.6	13.9	-
HCM Lane LOS	-	-	D	B	-
HCM 95th %tile Q(veh)	-	-	0.3	0	-